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JOHN STEEGERS, HYDROLOGIST

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103-260 MICHIGAN
VICTORIA, B.C.
V8V1R3.
1 AUG. 80

Dear Walt:

Forgive me for not replying to your earlier forwarding of the water diversion for irrigation. I studied the proposed diversions and they will possibly have some affect in respect to Technocracy's Continental Hydrology Specifications. However I find, & it may be my own stupidity, it difficult to interpret the Mean Annual River Discharges, where inflow and outflow values represent the annual volume. Then stated TOTAL OUTFLOW 109,475,000 Acre Feet & THE TOTAL INFLOW STATED AT 54,570,000 ACRE FEET. Ref. the bottom left hand corner of the map. SURELY THE OUTFLOW CANNOT EXCEED THE INFLOW.

SIMILARLY TAKE THE HAY RIVER: TOTAL OUT FLOW, THE Top FIG. I PRESUME, IS 2,520,000 and THE BOTTOM FIG. 3,108,4000,000. As a matter of fact all rivers show the top figure the smallest & the bottom the largest. Could this be clarified please as well noted above the outflow being greater than the inflow.

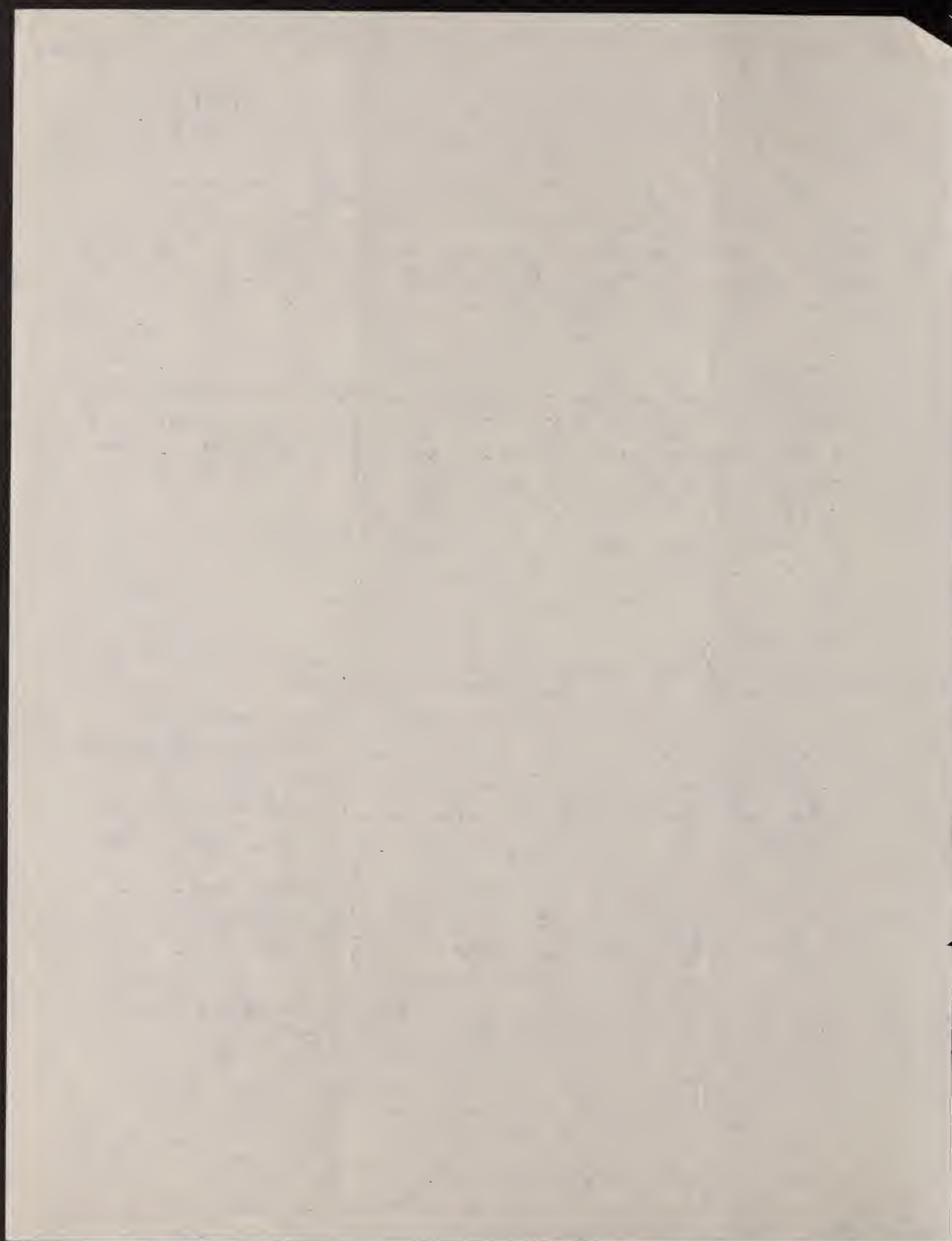
If they are somehow relating these figures to the amount of water that is diverted or to be diverted it is misleading. That must be determined is the the annual mean flow and what quantity of this flow is to be diverted over what given time.

My delay in answering was research for and writing speeches for presentation to those not knowledable of Technocracy and those who have some knowledge of the subject. Also after our week-end trip to Vancouver 4-22 June presentation to the Vancouver open-house, I ended up in Victoria with some virus that has taken a month on antibiotics to cure and as a result I was non-copac-mentus for the whole period.

However this week I have been able to do some study & writing & of course am trying to catch-up on overdue correspondence.

I hope this finds you well & thanks for the info. Joe Gibson

P.S. WILL BE SPEAKING TO JR. CHAMBER OF COMMERCE THE FIRST WEEK IN OCT.



29 July 1980

TO: CHQ

SUBJECT: A Continental Hydrology

1. In your letter of Feb. 24th in reference to the above topic you indicated you would "be very pleased to receive the comments and suggestions of former Member Arleigh H. Laycock", and also noted that the pamphlet was being reprinted on an interim basis pending the development of appropriate amendments.
2. On 29 May I wrote Dr. Laycock requesting his comments; copy of which letter is attached.
3. Dr. Laycock is hosting a Conference on "The Role of Interbasin Transfers in Water Resources Management in Alberta" on August 27, 28. As you may be interested in this component of the larger hydrology picture, I am enclosing a copy of the announcement. As it will be held next door to our office (next building) I expect that someone from here will try to attend. If so, a report will be made to your office.
4. It can be anticipated that Dr. Laycock's comments will be delayed indefinitely. Please give us warning of a revision and new edition of the Hydrology leaflet.
5. A copy of these items will be sent to Joe Gibson at Victoria.

Walt Fryers.

cc Joe Gibson.



TRANSPORTATION

403/427-2081

Office of
the Chief Deputy Minister

310 Transportation Building
9630 - 106 Street
Edmonton, Alberta, Canada
T5K 2B8

June 11, 1980

Recd 16 June 80

Walter Fryers
11353 - A, Technocracy, Inc.
9203 - 112 Street
EDMONTON, Alberta
T6G 0M5

Dear Mr. Fryers:

Thank you for your letter of June 5, 1980 and the attached pamphlet on Technocracy Inc. and Continental Hydrology.

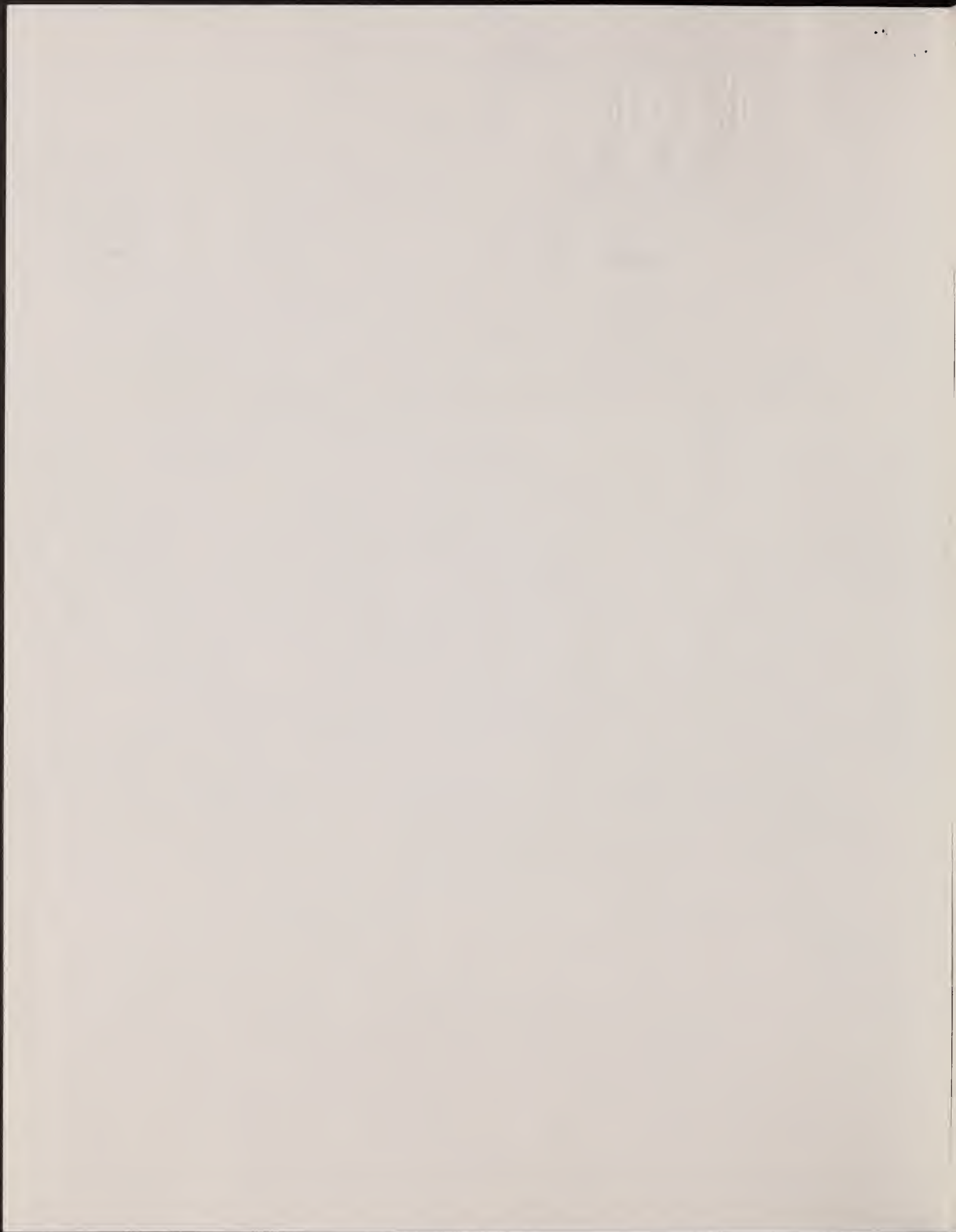
Mr. McFarlane is away on business until June 23, 1980. I am sure that he will contact you directly when he returns should he have any questions or comments on the information you have provided.

Sincerely



John Tansowny
Executive Assistant

JT:GP





11353-A
TECHNOCRACY
INC.

5 June, 1980

Mr. R. G. McFarlane,
Chief Deputy Minister,
Alberta Transportation,
310 Transportation Bldg.,
9630 106 St.,
Edmonton, Alta. T5K 2B8

Dear Mr. McFarlane:

Some time back a news item in the Calgary Herald of 2 Nov 78 was drawn to my attention. Date-lined Vancouver, it cited your remarks about "a federal government scheme, conceived as recently as 30 years ago, to build a canal linking Alberta and the Lakehead".

It seems probable to me that the scheme to which you referred was Technocracy's "Continental Hydrology" - a concept developed in the 1930's by Howard Scott, Technocracy's Director-in-chief, and widely disseminated since then. There have been many hydrology schemes drafted before and since, but none, I think, of the magnitude, detail and continental scope of Scott's.

In any case, you may be interested in examining the enclosed leaflet which sets out this design. Notice on page 8: "At Duluth the Continental Hydrology would connect the Great Lakes and the Mississippi by canal. Another canal at the connecting point would go west to join the Mississippi with the Red River..." and hence north and west across the prairies. It appears that the St. Croix River would provide part of the connection between the Mississippi and Lake Superior.

The whole field of hydrological development has been - and will be - undergoing intensive study by many agencies and in many directions. Future editions of this article will incorporate some of these developments. Your comments would be welcome.

Yours truly,

Walt Fryers
Walter Fryers.

Address: 11353 A, Technocracy Inc., 9203 S 112th St., Edmonton, Alta. T6G 0M5

No statement of policy shall be binding upon the organization unless issued from Continental Headquarters of Technocracy Inc.

Hi Walt, I called the staff -writer re: "Big Ditch" idea...
I will send him a copy of Continental Hydrology as he
requested and interest.

He suggests that you talk with him in person.

Rollie McFarlane, chief deputy minister of Alberta 427-
Transportation - located in Edmonton. 2681

Enc. 1 copy Con. Hyd

I leave Sunday for Mexico will return 3rd of January.

Did you receive my letter to CHO _I mean a copy of that
letter? re Jon Taube?

Sorry about the damage to property up north. Absentee
ownership in today's mad world is the pits (A sub for the
4-letter word)

Enjoy the holidays -Will call on return

Bonnie

in haste!

Called McFurland's
Office 12 Dec 78. His
Exec. Asst. well and
back. It is budget
time till 24 Dec 78.

file copy.

'Big ditch' idea resurrected

(Herald staff writer)

VANCOUVER — The concept of turning the prairie river system into a canal waterway was resurrected here Wednesday as the type of backward-forward thinking needed to overcome Alberta's transportation handicaps.

Rollie McFarlane, chief deputy minister of Alberta Transportation, cited the big ditch on the prairies as an illustration of past revolutionary ideas whose timing was premature. Now, however, he contended because of changing economic, environmental and technological circumstances, these concepts could be viable.

"There's some evidence that the time has come, not only to investigate new technology — but to look backward; to unearth schemes which earlier were considered too revolutionary to take seriously.

"Some of you may remember a federal government scheme, conceived as recently as 30 years ago, to build a canal linking Alberta and the Lakehead.

In the face of escalating road building and repair costs, the pounding our highways take from heavy transport, and steadily increasing east-west freight movements, was it really such a wild idea?" he asked.

He told the International Cargo Handling Co-ordination Association meeting that this type of thinking is permeating his department, and has manifested itself to date in using hovercraft to replace bridges, and the study of dirigibles for northern resource freighting.

No commitment

Outside the meeting he said Alberta has not committed any funds to study the big ditch, but this doesn't mean it won't be considered in the future.

The last 'big ditch' outburst was triggered 15 years ago in Calgary, when Parsons Construction of Los Angeles proposed a similar scheme with a few wrinkles. One of the wrinkles was to transport water

from Canada's north to arid American southwest, using the Rocky Mountain trench as a dammed reservoir.

He said the hovercraft experiment across the Peace River, now entering its second year, is encouraging the province to consider a similar experiment for the proposed Shell Oil Sands project at Fort McMurray.

"It would take us three years to build a conventional bridge across the river there, whereas we could have a 100-ton hovercraft operating there in six months and probably at less cost than the annual interest on the bridge's capital."

The trouble with the hovercraft experiment to date, he said, has been in the winching power. Conventional hovercraft are self-propelled by propellers. Because of the short crossing, Alberta elected to winch its experimental model over the river.

He expected that the winching problems are now fully corrected and reliability of service would be maintained this winter.

Calgary Herald 2 Nov 78.

R. G. McFarlane
Chief Deputy Minister
Alberta Transportation
310 Transportation Bldg
9630 106 St
Edmonton T5K 2B8

ED:



29 May 1930

Dr. A. H. Laycock,
Dept. of Geography,
3-94 Tory Bldg.,
University of Alberta,
Edmonton, Alta.

Dear Dr. Laycock:

You will remember that I spoke to you about the proposed revision of the pamphlet "Continental Hydrology", copy of which is attached. That was over a year ago. You were agreeable to giving us your comments and suggestions to be considered in making the revision.

I am attaching copies of the relevant correspondence so you will have the background. You will notice that the pamphlet has been re-printed without revision on a temporary basis and that our headquarters will welcome your contributions, to be used in making up the next edition.

Please keep us in mind, then, for whatever help you may be able to provide. This whole subject has been - and will be - undergoing rapid development by many agencies and in many directions. In addition to your comments, a list of suitable references would also be valuable.

Yours truly,

Walt Fryers .



The University of Alberta

Water Resources Centre

Director A. H. Laycock, Ph.D.

Conference

on

The Role of Interbasin Transfers in Water
Resources Management in Alberta

Tory Building TL B1, The University of Alberta
Edmonton, August 27 & 28, 1980

Sponsored by the Canadian Water Resources Association (Alberta Branch)
and the Water Resources Centre, University of Alberta. Papers on all
aspects of the topic are invited. Prospective authors should send an
abstract of approximately 250 words to either of the co-chairmen of the
Program Committee by May 15th for program planning - but later abstracts
will be considered.

Dr. Terry Veeman
Professor of Economics and
Rural Economy,
University of Alberta,
Edmonton, Alberta
T6G 2H4
Phone: 403 - 432-4407

Dr. Jac Verschuren
Professor of Civil Engineering
University of Alberta,
Edmonton, Alberta
T6G 2G7
Phone: 403 - 432-5119

Questions concerning the conference might be addressed to:

Chairman, Publicity and Advertising Committee: Mr. Walter Franci, W.J.
Franci and Associates, 13245 - 146 St., Edmonton, T5L 4S8, Phone: 451-3620

or

Chairman, Local Arrangements Committee: Jim Wohl, Ducks Unlimited,
10422 - 169 St., Edmonton, T5T 3X6, Phone: 484-1187

or

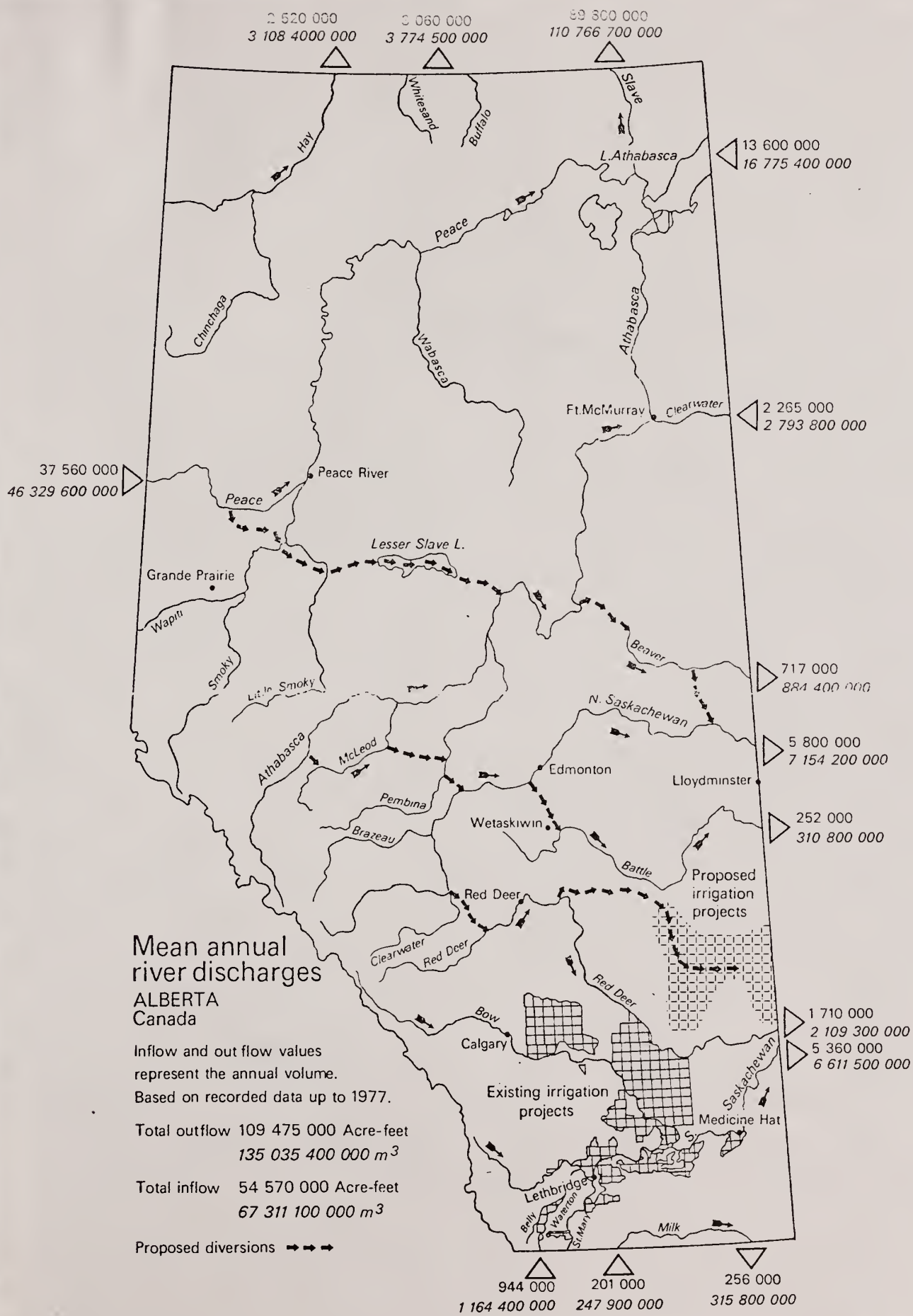
General Chairman: Dr. Arleigh Laycock, Professor of Geography and Director,
Water Resources Centre, University of Alberta, Edmonton, T6G 2H4, Phone:
432-3287

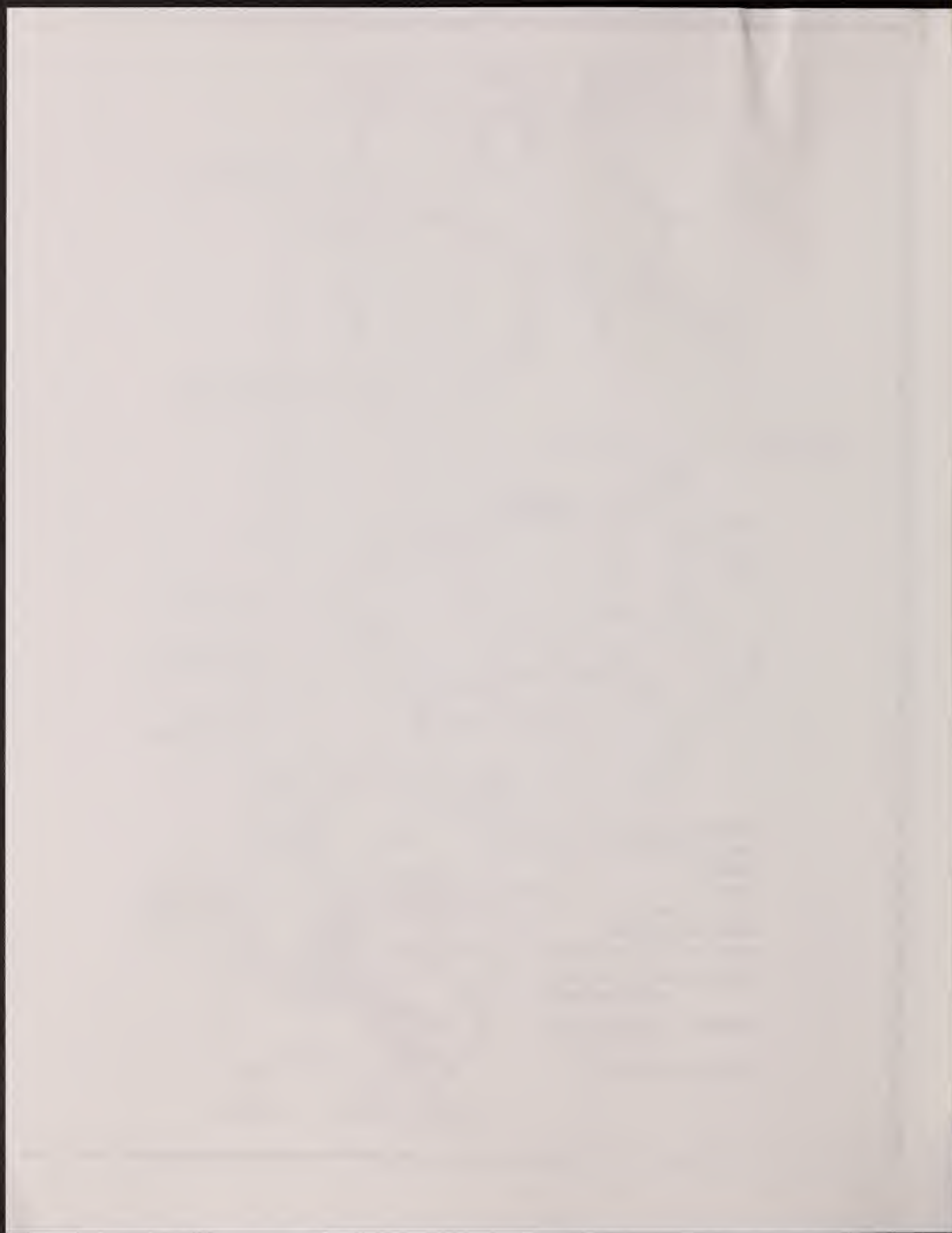
Brochures on this conference, with pre-registration forms will be available
in late June. Please contact Dr. Laycock if you wish to receive one or more.

AHL/sf

Room 3-94 Tory Building Edmonton, Alberta, Canada T6G 2H4 Telephone (403) 432-3287









CHQ
TECHNOCRACY
INC.

TO: Walt Fryers, Org.
R. D. 11353

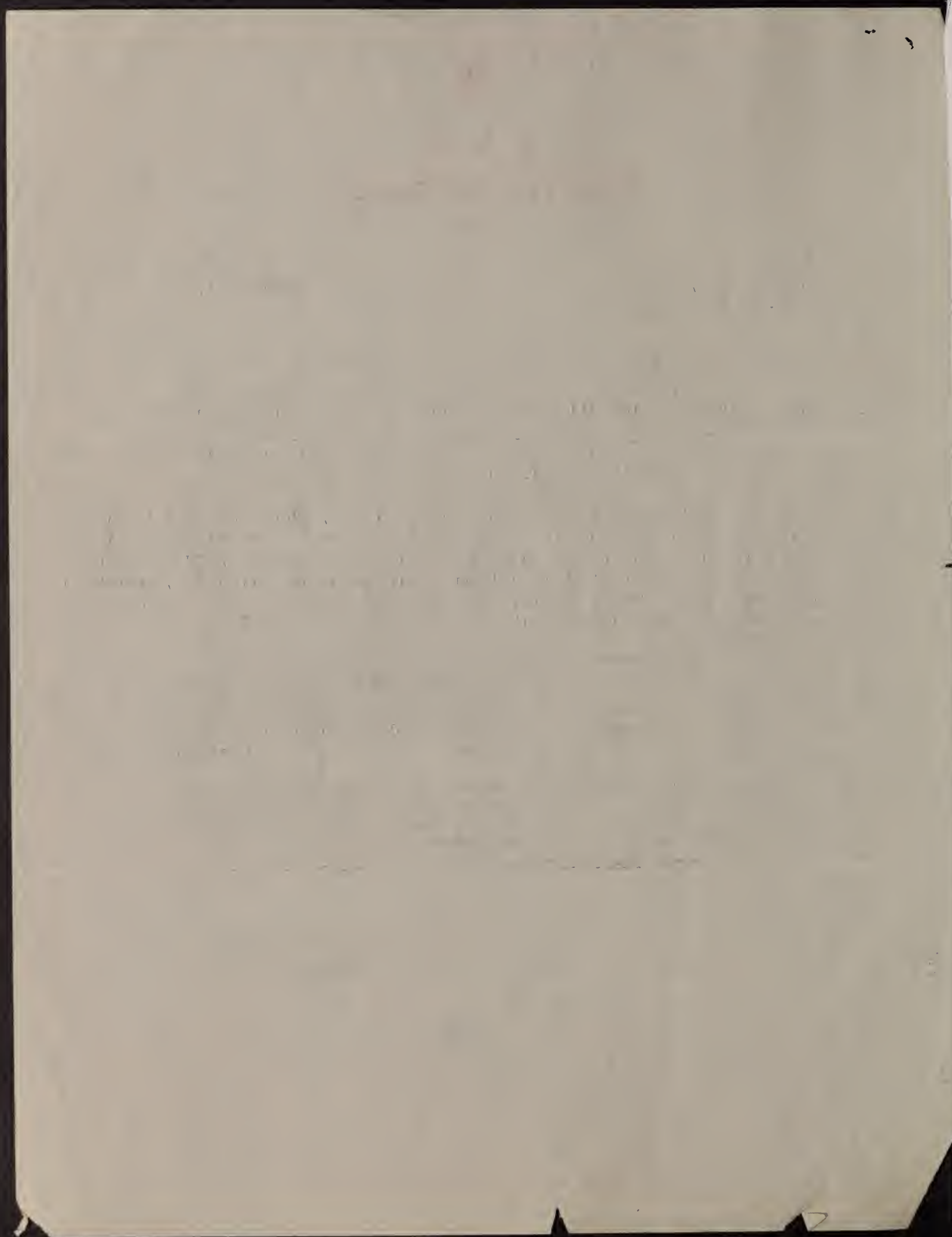
February 24, 1979

SUBJECT: A Continental Hydrology

1. Thank you for your letter of February 16 on the above subject.
2. We shall be very pleased to receive the comments and suggestions of former Member Arleigh H. Laycock.
3. In light of the shortage of this publication, The Northwest Technocrat volunteered to assume responsibility for its production. Rather than wait any longer for suggested changes to come in, CHQ authorized an interim limited-amount publication of the pamphlet, practically unchanged from the original. The next edition will incorporate any amendments deemed appropriate.

John Sheldon
Division of Organization

JS/skb



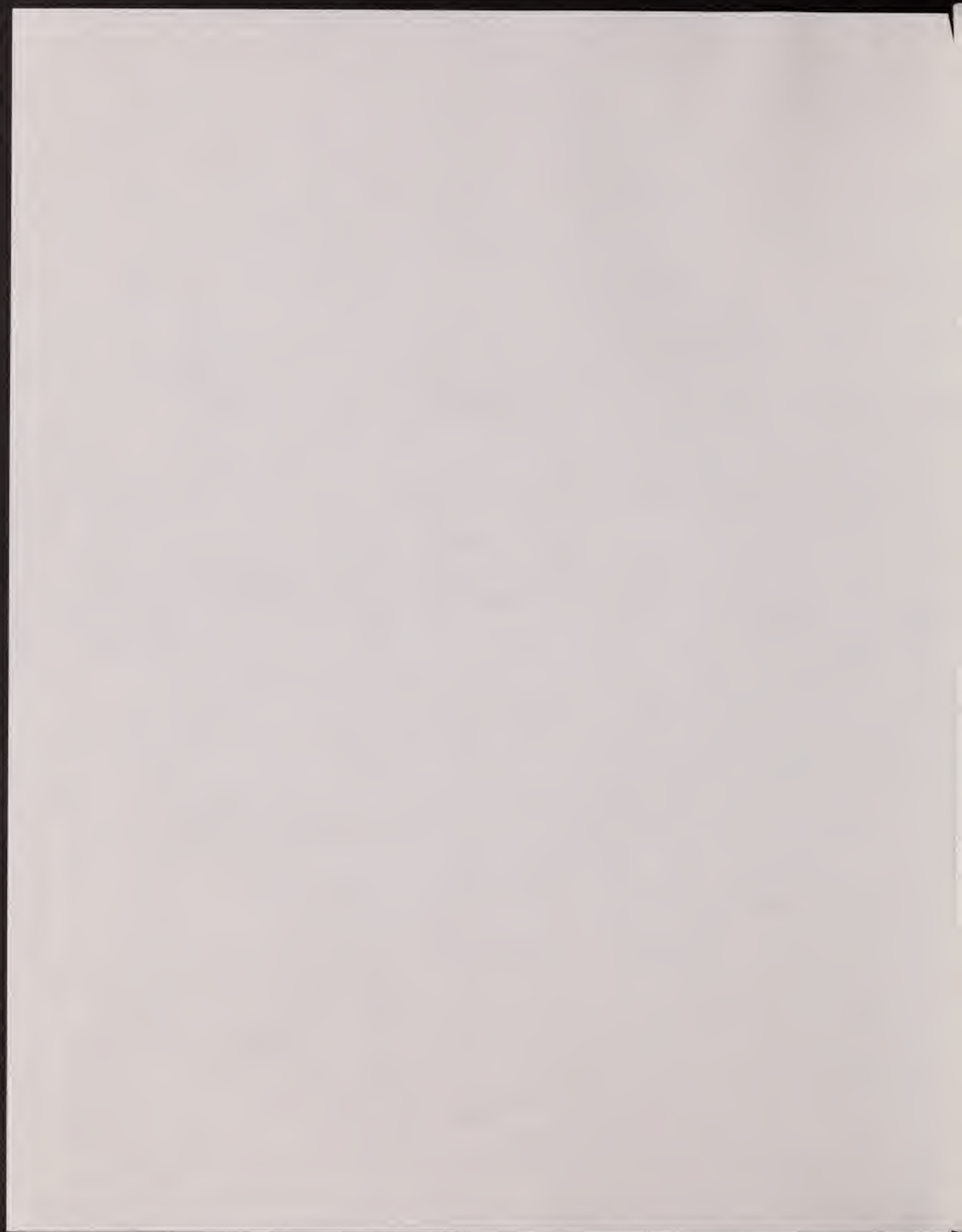
16 Feb 79

To: CHQ

Subject: Revision of Continental Hydrology Leaflet

1. We recently received a copy of Joe Gibson's submission to CHQ in respect to revisions to the pamphlet "A Continental Hydrology" which is scheduled for re-print.
2. I have taken the liberty of asking Professor Arleigh H. Laycock of the Dept. of Geography, University of Alberta, for his comments and supporting literature, which might be of use in the task of re-issue of the publication.
3. Dr. Laycock has some unique qualifications which recommend him for this function. He is a former member of Technocracy - a Farad, I believe, at Calgary. I remember well his father, who was also a stalwart member, Larry Laycock. Arleigh has visited us in this office and maintains a degree of interest in this organization. He is Director of the University of Alberta Water Resources Centre and has functioned on a number of continental water resource activities. He has written various papers on water resources focussed not only on Alberta, but on the larger continental viewpoint.
4. Arleigh travels extensively, contributes to symposia, is a speaker in some demand, as well as carrying the usual load of a teaching professor. He plans to make his comments available to us sometime in March. I think they will be of sufficient interest to warrant waiting for them.

Walt Fryers,
Organizer 11353.



WALTER ERS

file copy

#103 - 260 MichiganSt.

V8V 1R3
January 15, 1979.

John Sheldon,
Division of Organization,
Technocracy Inc.,
Continental Headquarters,
Savannah, Ohio,
USA 44874.

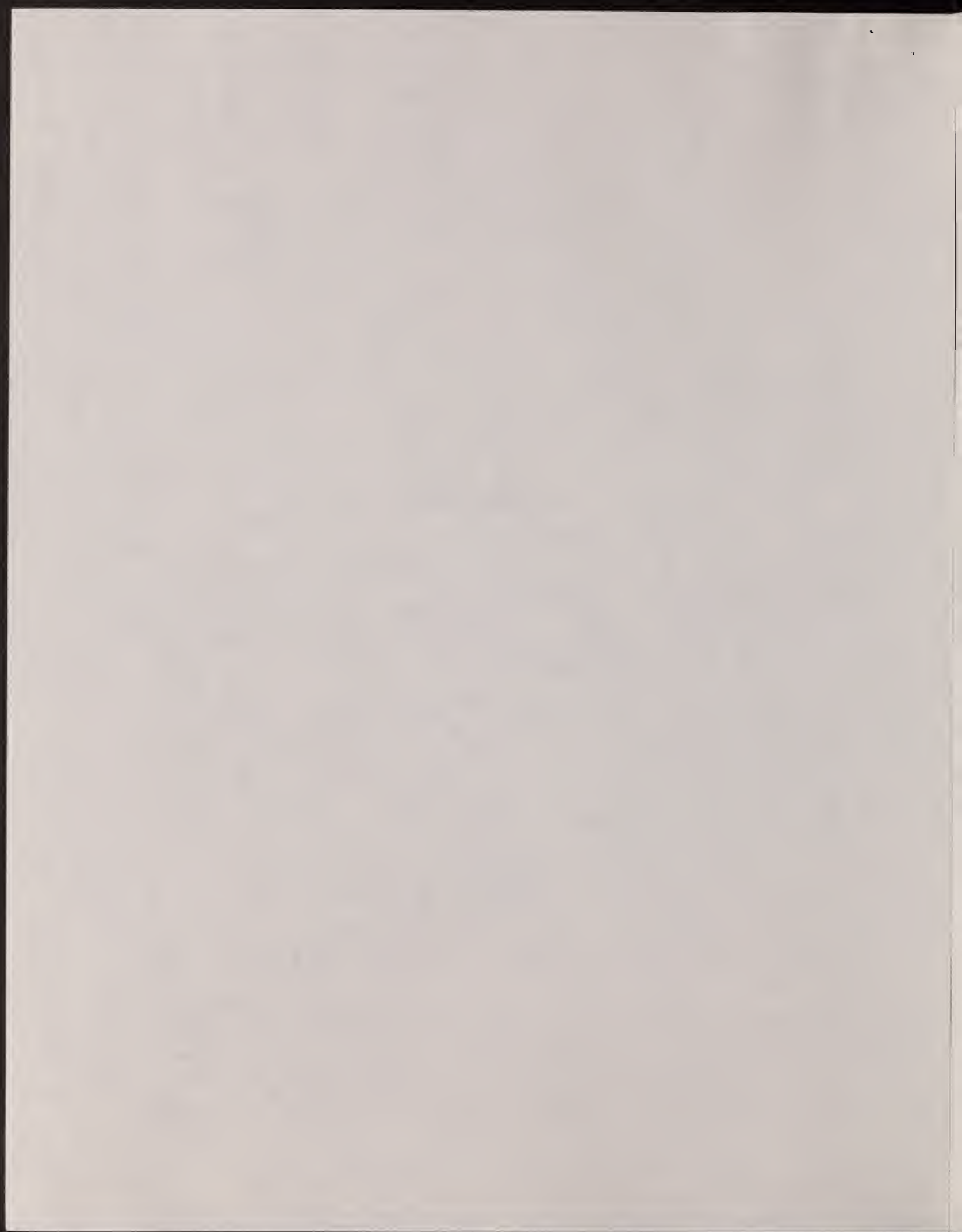
Subject: A Continental Hydrology Pamphlet-Review.

Ref. Your letter December 21, 1978.

1. Thank you for the invitation to submit suggested revisions to the pamphlet A Continental Hydrology second edition 1970. In this submission the next seven paragraphs provide in general the sections recommended for revision and the supporting reasons, the remaining paragraphs deal with each specific recommended revision to the publication.

2. The reason for making these recommendations is to overcome the public's lack of interest in the Continental Hydrology plan on the grounds that it is too costly in monetary terms and they cannot conceive the possibility of carrying out such a massive undertaking on a continental scale. The publication at present may serve to provide information to the engineers, technologists and others who have reasonable understanding of energy, technology and the application of modern technology to accomplish tasks beyond the average person's conception. I therefore recommend that the publication be revised with the objective of making it more easily understood by the increasing number of concerned citizens who are becoming aware of North America's energy situation, the impact it is having on the management of their monetary affairs and concern about the prospects the future holds for themselves and their children.

3. Over the fifty-five years since its conception and the thirty-eight years since the late Director-in-chief's review of the publication much development has taken place along the waterways of North America, much of it in the way of uncoordinated hydro installations and development of water transportation routes. Because some of these developments in fact do provide



substantial contributions to the continental plan and indeed will be integrated into the overall design then it is certainly advantageous to highlight these assets in the pamphlet's presentation.

4. The St. Lawrence Seaway from Montreal to Lake Ontario was upgraded during the 1960's to handle the increasing number of freighters. The locks and canals joining Lakes Ontario, Erie, Huron and Superior already are handling, be it slowly, substantial ocean-bound traffic. With only the need to upgrade the canal and lock systems to specification requirements the 1300 mile (approximately) first class barge-train and ocean-going freighter transportation systems will become a reality.

5. The developed sea canal bordering the Gulf of Mexico in the Texas-Louisiana area with only upgrading where required will form a substantial percentage of the plan for the Gulf of Mexico's inland seaway from the Atlantic to the Tehuantepec, to be constructed, canal. Via this canal route the saving in time in reaching the Pacific from the Atlantic in comparison to the Panama Canal route should be disclosed.

6. The existing approx. 1000 mile transportation route to the Beaufort Sea via Greater Slave Lake and the Mackenzie river should be mentioned.

7. Likewise the joining of the Fraser River to the Parsnip and Peace Rivers became minimal when the 600 foot high, 1½ mile Bennett Dam created Williston Lake which now provides 70 miles of water transportation on the Parsnip River and 70 miles on the Peace River.

8. The rivers flowing into Hudson Bay and James Bay that will be diverted to form Lake Albany, the height of land and the southern limits of discontinuous permafrost coincide. This would drastically reduce the flow northward into the bays and reduce the heat input. However when the number and size of the rivers not being diverted and that will still flow into James and Hudson Bays is considered, then no unacceptable ecological problems should result from the project.

9. Reference page 5 "Suppression and Compromise", last paragraph, first sentence. To read: "Technocracy invites the engineers, technologists and the concerned citizens of America to examine-----".

10. Reference page 8 "Specifications Outlined" para 2, 2nd sentence add "and reducing the time required via the Panama Canal route by ? days".

THE UNIVERSITY OF CHICAGO
CHICAGO, ILLINOIS

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11. Reference page 8 "Transcontinental Waterways" para. 1, first sentence to read: "In the transcontinental classification there would be a waterway from tide water at Montreal on the St. Lawrence River to the head of the Great Lakes. This would only require upgrading to design specifications the locks and canals joining Lakes Ontario, Erie, Huron and Superior to provide a first class 3000 mile freighter and barge-train waterway from the ports at Thunder Bay, Duluth and Chicago to the St. Lawrence River".

12. Reference page 8, para 6, 2nd sentence to read: "In the north, the Fraser would likewise be connected via the Parsnip River and Williston Lake with the Peace River across the great divide. Williston lake would provide 140 miles of the necessary waterway." (Note: Williston Lake shown to approximate scale on attached map and is also shown on current maps of North America)

13. Reference page 8 para 7, 4th sentence to read "These connections would provide main transportation from the Gulf of Mexico to the Pacific and to Beaufort Sea using the existing water transport route provided by Great Slave Lake and the 1000 mile long Mackenzie River."

14. In closing I wish to point out that those more familiar with the United States" hydrology may find other developed areas that would be worthy of mentioning. I consider at present a revised copy of A Continental Hydrology is needed and should be printed and issued as soon as possible.

Attached map for reference.

✓ File
Peter Myrtle 12349-1
Arvid Petersen 12247-3

Joe Gibson
Chairman Education
B12348



MEMO

From:

R. Gregory

Date:

To:

Walt Fryers

I am sending
Dr Laycock a copy
of Howard Scott's
letter of October 19
1969. will send
a copy of his letter of
Dec 1, 1964 at a later
date



CHQ
TECHNOCRACY
INC.

John Gregory
Alberta Research Council
Edmonton, Alberta, Canada

October 15, 1969

Dear John,

We received your letter of September 19, 1969, in which you enclosed a paper by Lewis G. Smith entitled, 'Western States Water Augmentation Concept,' and the pamphlet, 'Toward a National Water Plan' by the same author.

The time has come," the Walrus said,
"To talk of many things:
"Of shoes - and ships - and sealing wax -
"Of cabbages - and kings -
"And why the sea is boiling hot -
"And whether pigs have wings."

There have been at least eight proposed water plans, five from the United States and three Canadian, apart from the Middle Corridor scheme of the well-to-do Rohmer of Toronto. There will probably be more as the pressures rise. This is a fertile field for fervid imaginations of an entrepreneur, the promoting politician and those with special interests to promote.

American corporate enterprise has been earning such huge profits that it has bought up most of the areas amenable to profitable exploitation in the United States. They have poured more than \$50 billion abroad and, of course, they are heavily involved in most areas of Canada and Great Britain. According to the latest reports, they now control 26 percent of corporate enterprise in Great Britain and most of the U. S. investments are in the top growth brackets of corporate enterprise over there.

The United States is deficient in water supplies west of the Mississippi. Canada, today, has the lion's share of fresh water on the Continent of North America. It is true that the second-feet of flow of the St. Lawrence approximates the volume of the Volga. The MacKenzie River of Canada far exceeds either one. The Columbia River is approximately the twentieth river of the world in its volume flow, so if the United States wants to obtain water in millions of acre feet it can only do so by using Canadian fresh water supplies. In all of the water programs analyzed to date by Technocracy, it is found they are motivated from the same base, namely, to obtain an immediately salable commodity that can be sold in Canada, United States and Mexico, a commodity financed at a profit. Planning of this order involves the re-direction of rivers and



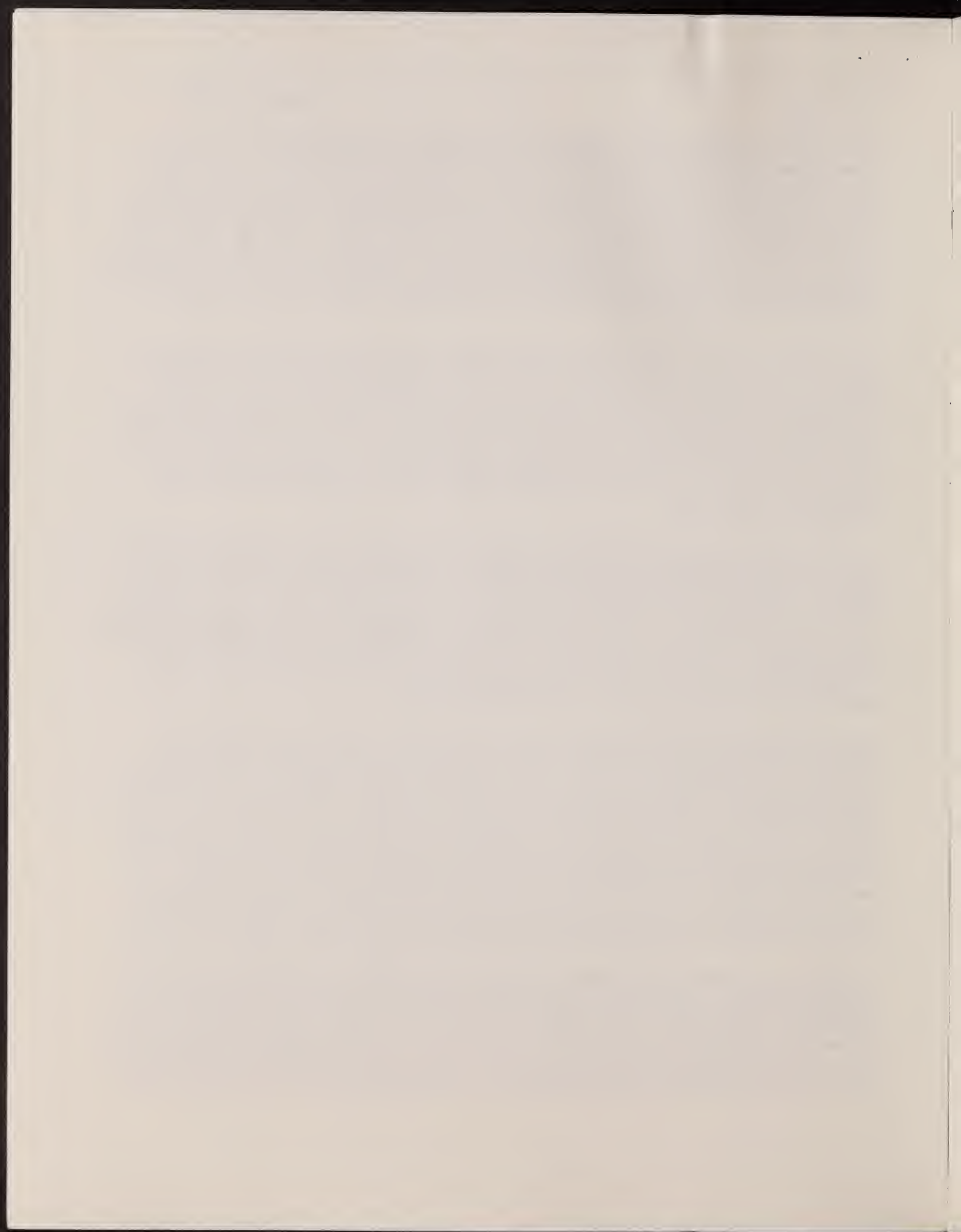
lakes and the movements of vast volumes from areas where the water is to where it isn't. It is such a huge endeavor that it cannot be undertaken by any private enterprise, not even the General Motors or the Standard Oil; nor by any one state or province; it can only be undertaken by the federal governments of United States and the Dominion of Canada. This opens the way for the greatest political boondoggle ever conceived in the history of this Continent. Planning of this order of magnitude involves the macrocosm of a Continent, not the microcosm of one local dam, one powerhouse or one municipal water supply, whatever it may be. This is distinctly another order of knowledge and the concept of the macrocosm, the strategy of an entirety and not the tactics of parochial areas.

The world has seen many tactical geniuses come and go down through history; but the number of strategic planners are very few and far between. Eleven centuries ago, Charles the Great, Charlemagne, conceived the idea of building a canal from the Rhine to the Danube in 800 A. D. He mobilized his forces and when they got into the swamps of Swabia, the mud and dirt slid in faster than the hoes and shovels could remove it, and Charlemagne gave up, defeated. He had the concept but hadn't the tools nor the technology to achieve it. Today, the Rhine and the Danube are still unconnected, although, today, modern technology and engineering could accomplish it quite easily.

In 1812, Napoleon Bonaparte mobilized the largest military fighting force that Europe had ever seen -- over 600,000 of which only approximately one third were French. He invaded Russia along the Smolensk Highway to the Russian capital. He won all the battles and he did occupy Moscow. On September 12, 1812, he wrote (the letter is available in the archives), 'Ma Cheri, it is as warm here, today, as a day in Fontainebleau.' Napoleon retreated from Moscow and his famous carriage, with a bed, bath tub and stove, crossed the Beresina River in Poland, while his sappers stood in the water and held the pontoon bridge steady so that his imperial majesty could cross the river in proper style. Only 60,000 returned.

Napoleon Bonaparte had been hailed by royalty, the nobility and the grand bourgeoisie of Europe as the great counter-revolutionist that saved Europe from the French Revolution. He wanted to consolidate all Europe under one law and one system and return to the status of the Holy Roman Empire. Napoleon Bonaparte was sadistic and vicious, although he was a brilliant tactician. When he landed in Egypt with Kellermann, after eluding the British Fleet, he defeated the Turkish forces and captured over 8,000 military prisoners which were incarcerated in the fortress of Acre, where Napoleon ordered all of the prisoners executed. They were. He sneaked back to France to continue his tactical maneuvers. He was clever and ruthless, but he was no strategist. He was so worshiped by friend and enemy alike, when he surrendered he was not executed but was confined as a noble prisoner on the Isle of St. Helena by the British.

The food supply system of the Napoleonic army was crude, inefficient and totally inadequate to meet the logistic needs of the large sized military forces that Napoleon had organized. He instigated a research project to be conducted in the field of the preservation of food by developing methods of canning that would overcome the inadequacies of his supply system. At the same time he blocked all efforts to introduce the metric system. The metric system was applicable the world over for all forms of measurements that cover every field of research and human endeavor.

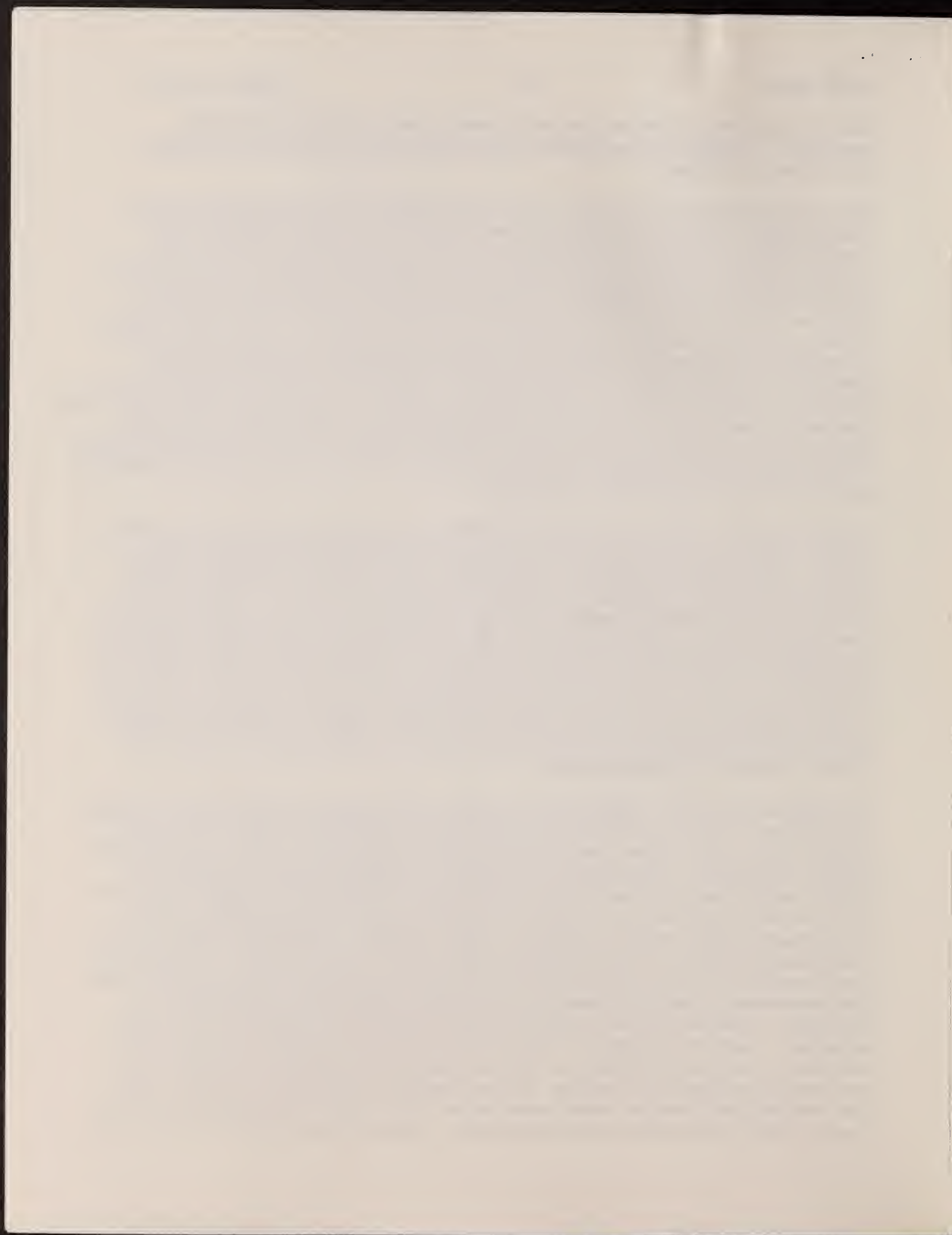


But it was anathema to Napoleon because the metric system was born out of the French revolution. He delayed the coming of the metric system 40 years. He thereby established his true position in history.

One hundred twenty-nine years later, in 1941, Adolph Hitler, the German fascist leader of Nazi Germany, launched a force ten times greater than that of Napoleon, along the same Smolensk Highway to Moscow. Adolph Hitler was clever, astute, tricky and ruthless. In spite of the hordes of the Deutsche Wehrmacht and its scorched earth policy, and although it is true it got within 16 miles of Moscow, the Russian strategy was far superior to anything that Hitler and the Deutsche Wehrmacht could offer. Hitler, too, had forces from all over Europe -- Italians, Rumanians, Hungarians, Poles and the Blue Division of Spain. In spite of the millions of combatant non-Germans, the military aid was not great enough to overcome the Russian strategy and the Russian forces, for 90 percent of the losses of the Deutsche Wehrmacht were in Russian and on the Russian front. Adolph Hitler, like Napoleon, used brilliant tactics but his strategy bordered on sheer idiocy. Four years and millions dead later, the military forces of European fascism were forced to surrender to the Russians in Berlin on May 9, 1945. The terrific destruction of human life and the devastation of immense areas came to an end. The most gigantic catastrophe suffered by the human race finally ceased to be.

On this Continent, today, the advance of technology and the growth of populations is creating conflicts of an order of magnitude never known by the economic establishment of this Price System. American private enterprise, having bought up most of what is profitable ownership in the United States, is following the same practice by gigantic intrusion into Canada and the rest of the world. What could be nicer if the United States ends the war in South Vietnam and comes home from Korea and its bases abroad to have a gigantic inter-governmental financing of one hundred to five hundred billion dollars to play with? The gravy train would be so great that practically every state in the United States and every province in Canada would be able to get their feet in the trough as well as their snouts. Political and economic pressures can be brought to bear in Canada to seduce and suborn any official, expert, engineer or scientist that dissents from the established procedures that will be undertaken for pecuniary profit on the part of the capital investment of this establishment.

The Ralph M. Parsons Co., engineers and constructors, of Los Angeles and New York, is a highly successful and competent, profitable private enterprise with millions of dollars of contracts for chemical plants, power plants, dams and other facilities required in the modern industrial installation of capital goods. Their contracts and projects are individual projects for profit, both private enterprise and government financed installations. They have never ventured into greater fields of social engineering for a Continent until they hit upon their proposed project of the North American Water and Power Alliance, in short, NAWAPA. The Ralph M. Parsons Co. has executed many projects in varied engineering applications. The execution of these projects has been in conformity with the best engineering practices and technology. They have demonstrated their competence in design and construction of parochial units that formed the minutiae of a microcosm. NAWAPA is the first on the part of this corporation to venture into a new order of magnitude -- water for a Continent. They undoubtedly had the best publicity and advertising men compose and write their folder, but their drawing and their description indicates that they are new to the problems of a Continent. They are presented in all the advertising phraseology that their best public relations members could devise. They, too, are motivated by the vistas of huge pecuniary projects with water as a commodity. They were profit-minded in the construction

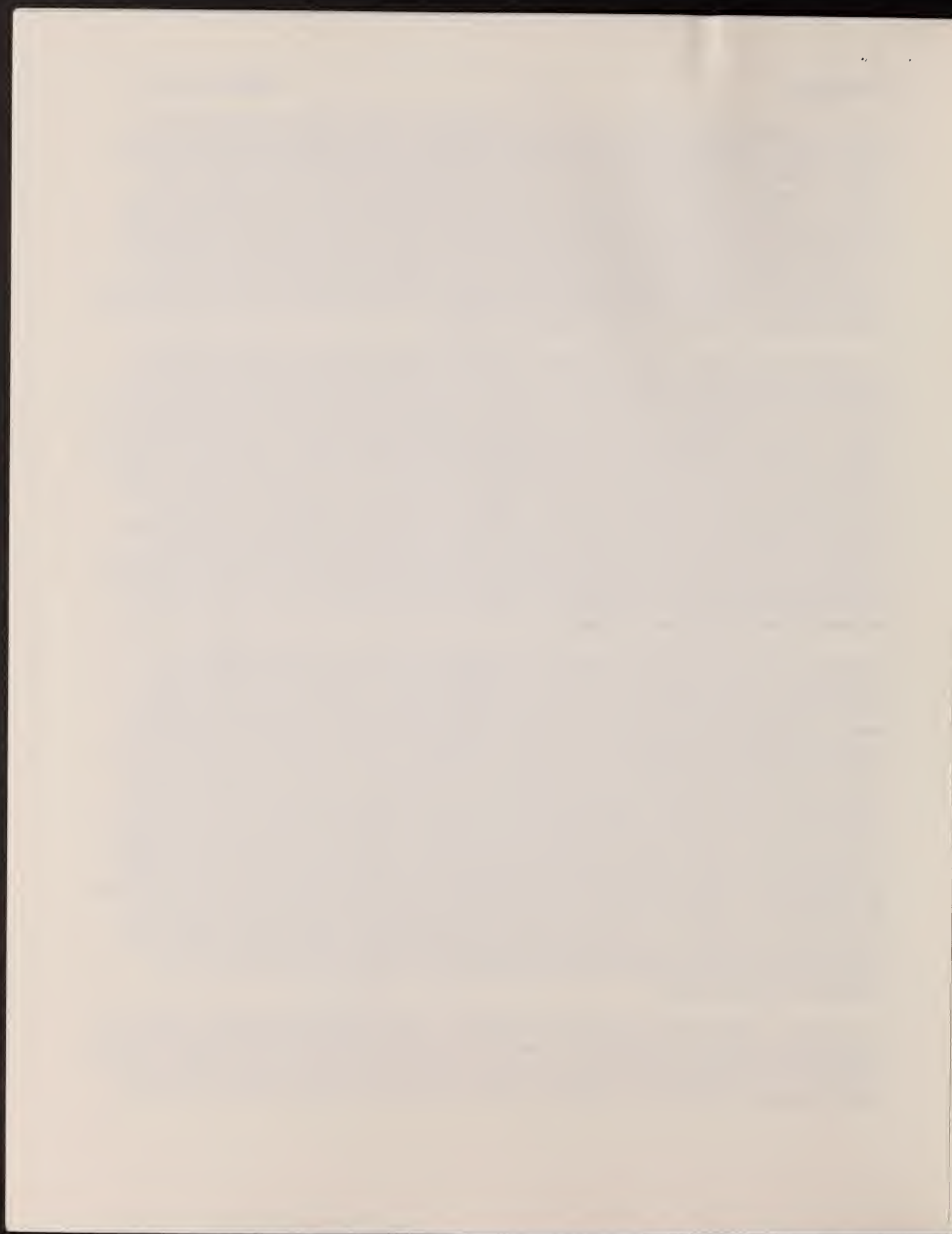


of their individual plants and they are still profit-minded when they attempt to enter a field of greater order of magnitude -- the macrocosm of a Continent. Their chief proposition is diversion of huge volumes of water from Alberta, the Yukon, British Columbia and other parts of Canada, south, as a salable commodity; they throw in an abortion (which is all it can be called) of the Great Lakes Canal system -- a barge canal-- to the middle of Alberta, and their fantastic Quebec and James Bay seaway (apropos of Kiernan of Sudbury and the write up in Maclean's Magazine). The French Canadian combination would pump the fresh water up over the divide then into Lake Huron to be sold to Canada and United States. This, of course, is blackmail on the part of French Canadian Quebec, and The Ralph M. Parsons Co. in their NAWAPA scheme, unfortunately, become bedfellows with these harpies of Quebec politics.

The Ralph M. Parsons Co. in their concept of NAWAPA seem to have been hypnotized by the profitable potential of the vast amount of water in the Yukon and Alaska watershed and diversion into the Rocky Mountain Trench. In the pamphlet, 'Toward a National Water Plan,' Lewis G. Smith, P. I., water resources engineer, seems to be similarly hypnotized; not with the Yukon and Alaska, but with 325 million acre feet discharged by the MacKenzie River. He would divert the water of the MacKenzie River basin and Liard River Basin into the Rocky Mountain Trench to be distributed over the western United States even as far as Mexico. Mr. Lewis G. Smith has gone into more detail than the NAWAPA project. He has put together a heterogeneous mosaic of piecemeal propositions across Canada and United States in support of his thesis -- the profitable export of water from Canada to a salable market. He has spent considerable time and work assembling this mosaic but it is well to bear in mind that he was trained for years and conditioned in the United States Bureau of Reclamation. Much of his data is correct; many of his projects are feasible, but the entirety is anarchic.

Some years ago, Hiram Newton Savage was chief engineer of the United States Bureau of Reclamation. He was competent, skillful and outstanding in his field, but the United States Bureau of Reclamation under his direction never brought forth a concept of an entire drainage basin, let alone the water control of a Continent. Projects under Mr. Savage's administration were well executed, comparable with the best engineering practices; later he was sent overseas to make engineering reports on the rivers of India and China. Then his habituated action patterns of his years of work in the Bureau of Reclamation became apparent. When it came to the huge Yangtze River at the Ichang Gorge, the power house was standard procedure, but he couldn't treat the Yangtze River Gorge as an entirety, only as a power project at one spot. He proposed a two hundred foot high tunnel, and an open gorge canyon, on top of which would be a gigantic traveling gantry crane to lift the boats from the lower level and move them back to the water of the higher level. What an abortion! It was not that Savage was incompetent, immoral or diverted by any political expedience. His training and conditioning for years had created a tropism to where he was incapable of conceiving anything of a large order of magnitude such as the entire Yangtze Valley or the even greater order of magnitude of a Continental Hydrology for the Continent of North America.

Mr. Lewis G. Smith comes out of the same background -- the Bureau of Reclamation. This is not to disparage the Bureau of Reclamation or any of its personnel. They have been competent for what the Bureau of Reclamation had to do, but the Bureau of Reclamation never in its history entertained anything as great as the order of magnitude of the macrocosm of the North American Continent.



Premier Bennett of British Columbia is pushing the Pacific Great Eastern Railroad, owned by the Province of British Columbia, north from Portage Dam to Fort Nelson. Fort Nelson, of course, is head of barge navigation on the MacKenzie and Liard system. Bennett and his political aspirations hope to have the rail lines carry the huge volume of materials that would be forthcoming through the future development of mineral resources west of Fort Nelson. Alberta apparently, through the Northern Alberta Railroad, proposes to hook up with the Pacific Great Eastern at Fort St. John, and it too could get in on the rail traffic to the far north. Alberta has already completed the Alberta Resources Railroad from Brule to Grand Prairie in order to take out the huge coal shipments from Grande Cache. Moves like these are but a few parts in the scheme of Premier Bennett's proposal to extend British Columbia to the Arctic, Alberta to the Arctic, Saskatchewan and Manitoba to the Arctic. This will be wonderful, but it will create bigger pots, to have bigger boils and higher temperatures, but it will not solve water transportation of the Canadian north.

The Continental Hydrology proposed by Technocracy Inc. is the most comprehensive design ever offered for the control of all water on the North American Continent for the development of power, irrigation, water storage, climatic modification and cheap water transportation. It has far greater flexibility in the diversion of water than any of the so-called water schemes so far presented. It ranges in scope from inside waterway from Boston Harbor down the Atlantic coast of United States and around the Gulf of Mexico to the Tehuantepec Isthmus. Two trans-continental water highways, one across Canada and one across United States, from coast to coast, of 11 meters depth, using double hydraulic lift locks. An entirely different concept of water transportation can be brought into being. Hydraulic lift locks can be designed and built for a maximum lift of 400 feet in one set of locks. These locks are of such design that both the approaches, below and above, can be completely enclosed in winter and the locks could operate at below zero temperatures. Technocracy's Continental Hydrology would give United States and Canada access to the Arctic via the MacKenzie, via Hudson Bay; access to the Bering Sea via the Yukon; access to the Great Lakes, the Mississippi-Ohio system to the Gulf of Mexico, and access to the Pacific Ocean. Power could be conducted at one million volt d. c. or higher, from the Ramparts Canyon of the Yukon to Bogota, Columbia, or from the Churchill River to the Tehuantepec Isthmus. The entire power system, hydroelectric, thermal, atomic, could all be tied into a Continental grid. The waterways design as proposed in Technocracy's Continental Hydrology is such that marine trains could travel the length and breadth of the Continent. These marine trains are composed of 12 units of 25,000 tons each, locked together in six tandems, making 300,000 tons per marine train. The marine tractors could be placed at the head of the six tandems, the center, or in the rear; each marine trailer would have a double circuit and twin propellers or jet propulsion, receiving power from the marine tractor. When not running in trains, these trailers could be maneuvered under their own power with an over-head trolley around any terminal without the tractor. Our estimates show that the bulk freight transport could be moved by this system at a cost of approximately 1/11th of a cent per ton mile. We do not know of anything that even begins to approach the scope and the spirit of the Continental Hydrology of Technocracy.

We have an abiding concern, apart from the design, of the structure of a Continental Hydrology in the waters of this Continent, because we as humans belong to this Continent and our future is here, not somewhere else, and we do not wish to see the macrocosm of this Continent despoiled, degraded and devastated by a set of false concepts that would do greater damage to this Continent



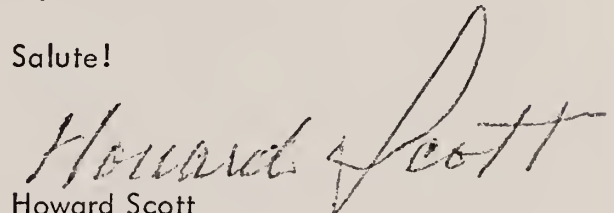
John Gregory

-6-

October 15, 1969

and to its people than the fascist hordes did in World War II. Under fascism and its scorched earth policy, yes, millions died; the dead could be replaced, the buildings could be rebuilt. But if this Continent is permitted to engage in an anarchic concept of development, it could not, within the life time of man, be properly re-arranged for the benefit of all. The geologic confirmation of this Continent would be so altered and degraded by a huge collection of dams, tunnels, pumping stations and immense bodies of created lakes and troughs that it would mess up the Continent beyond retrievability to such an extent that it would probably take another ice age to irradiate the gross blunders of this human stupidity.

Salute!


Howard Scott
Director-in-Chief

HS/skb

THE
HISTORY
OF
THE
CITY
OF
NEW
YORK
FROM
1624
TO
1824
BY
JOHN
B. HOGGINS
NEW
YORK
1846



CHQ
TECHNOCRACY
INC.

TO: John Gregory
Research Council of Alberta
Edmonton, Alberta, Canada

December 8, 1964

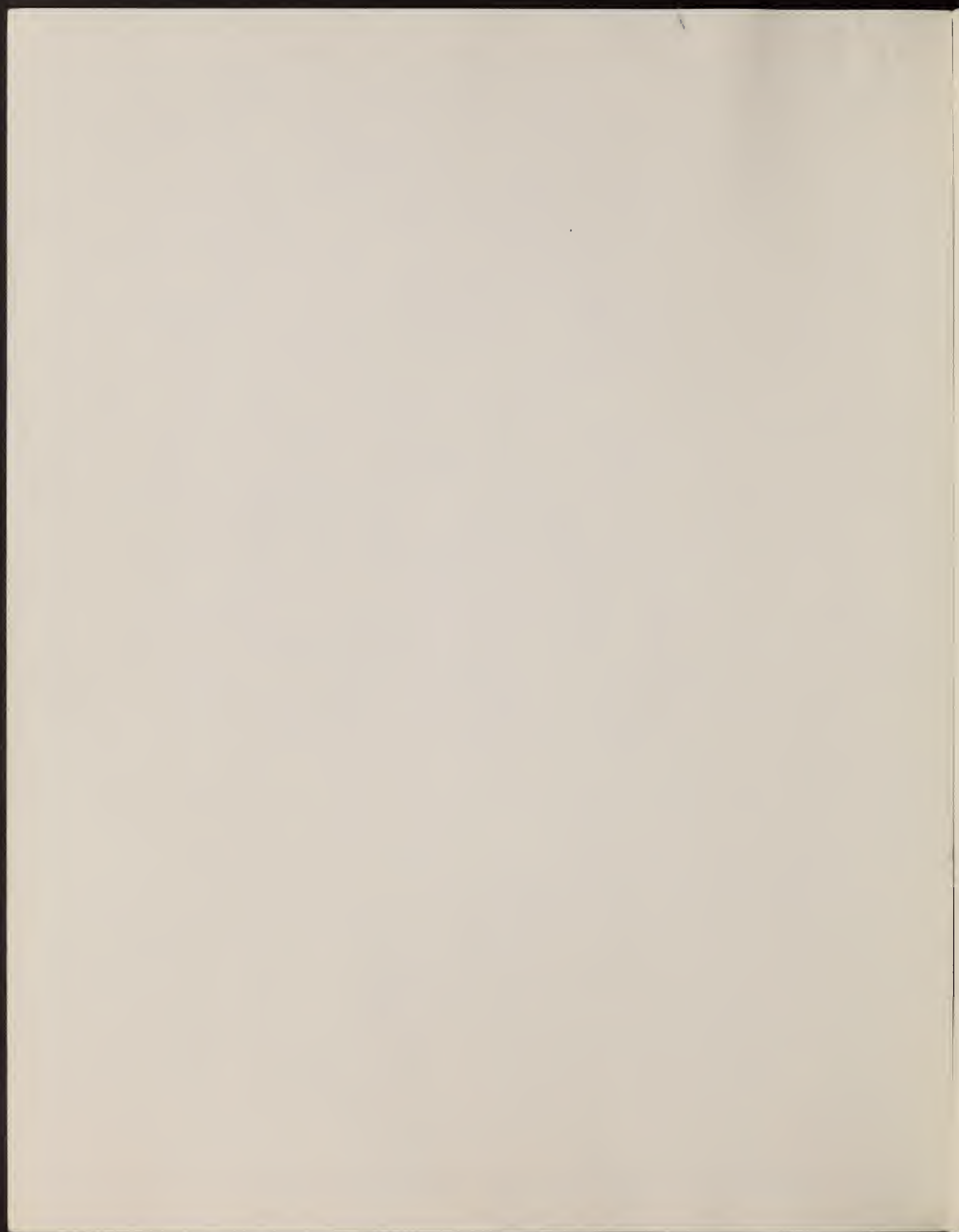
SUBJECT: Clarification

1. In paragraph 1 on page 2 of the descriptive material of the new edition of the Continental Hydrology leaflet, it is stated that 'Lake Albany, mentioned later, would undoubtedly require a seaway connection with James Bay or Hudson Bay and thence into Lake Superior.' This would not be a sea level seaway. Therefore, for clarity, please change the sentence to read as follows: 'Lake Albany, mentioned later, would undoubtedly require a deep water connection with James Bay or Hudson Bay and also into Lake Superior.'

Salute!

John Sheldon
Division of Organization

JS/skb

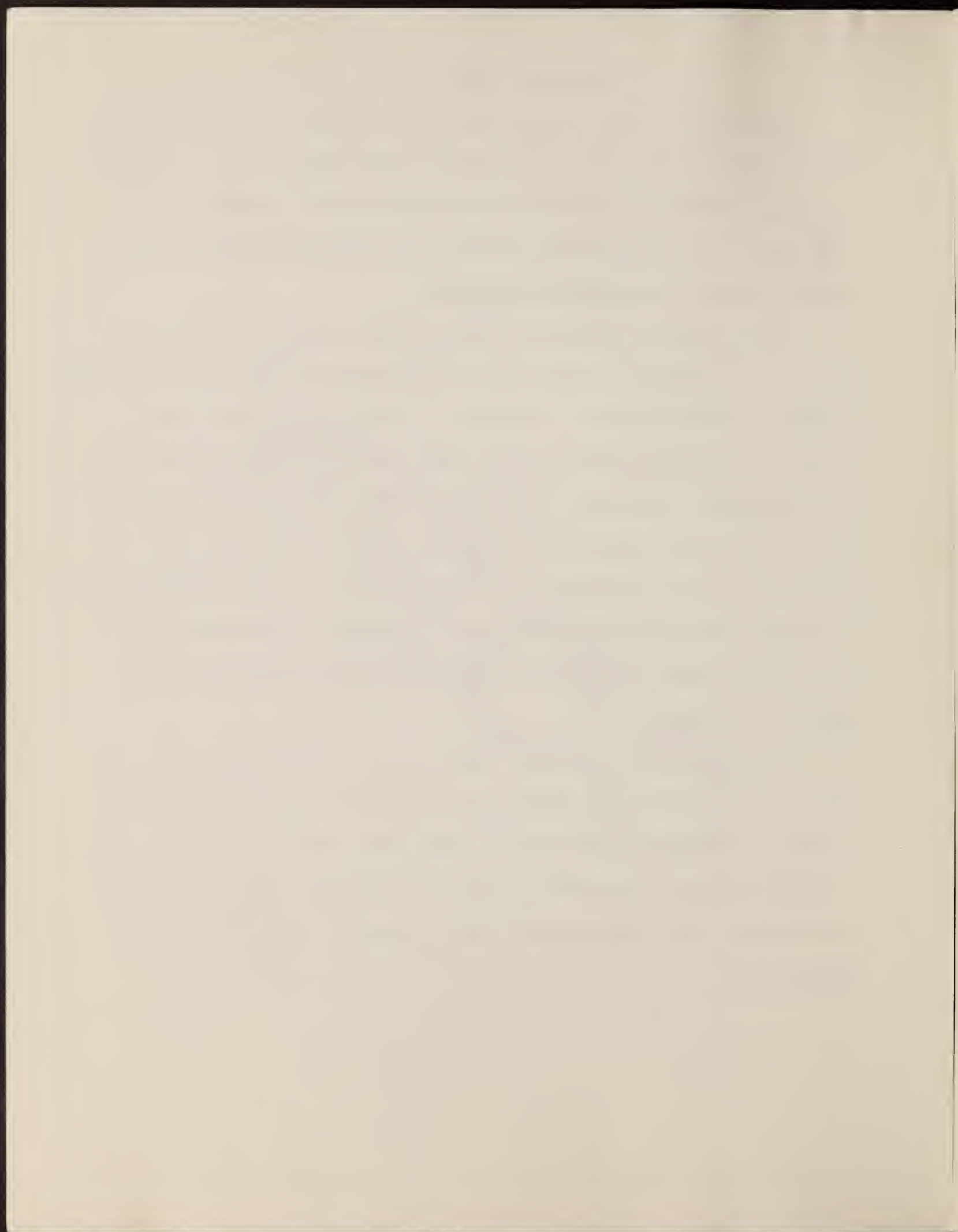


ENGINEERS, ATTENTION!

Technocracy is only sketching the highlights of what must be done. This is but a glimpse of the Continental waterways system, as staggering and incredible to doubters as were Continental railways in the early part of the nineteenth century, yet practically and physically possible from an engineering standpoint.

The Continental waterways ^{are} is part of the coordinated transportation of the Continent. This will be the responsibility of the Engineering Corps of the Continent, which will be charged with the design, maintenance, and operation of this, the greatest of all projects -- the Continental waterways. The arrival of a Technate on the North American Continent will be the next major step in the evolution of American water transportation. When that time comes, the Engineering Corps can go forward unhampered by business or political interferences to create the greatest Continental water transportation system of all time.

This Continental waterways system of the New America involves a far-flung problem of the control of water-flow and the transmission of power. Water and power will be taken from areas of low consumption to areas of high consumption. Then, and not until then, can we have one Continent, one technological control, and one people -- one and indivisible.

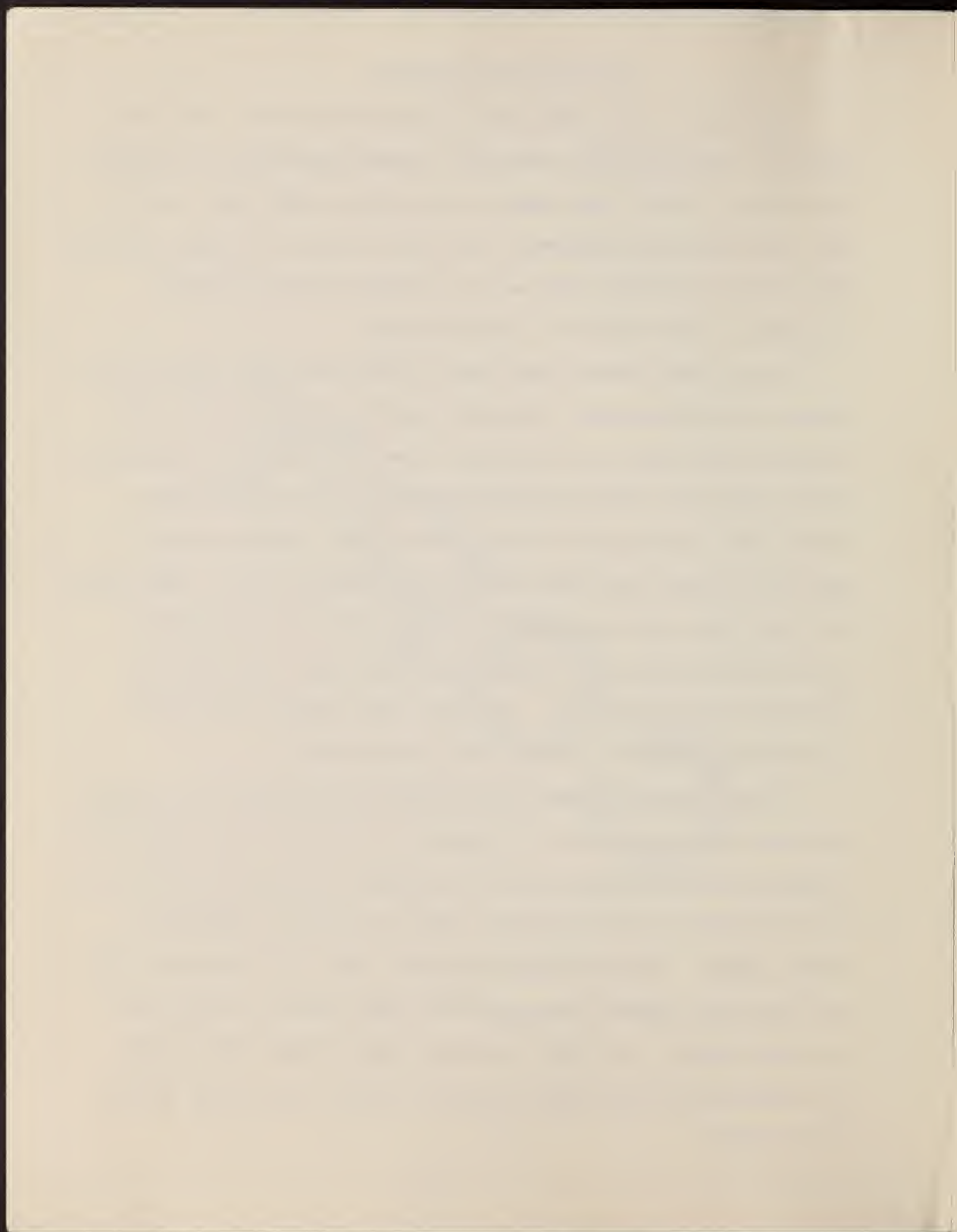


SPECIFICATIONS OUTLINED

There will be four main types of inland waterways -- sea level seaways, transcontinental waterways, primary waterways and secondary waterways. The sea level seaways will have 20 meter deep channels. The transcontinental waterways will have 11 meter or 36-foot channels. The primary waterways, 6.75 meters or 22-foot channels and the secondary, 3.375 meters or 11-foot channels.

One sea level seaway would occur at Chignecto canal between Nova Scotia and New Brunswick, connecting the Bay of Fundy to the outer reaches of the Gulf of St. Lawrence. Another would be the Tehuantepec canal across the Isthmus of Tehuantepec, providing interoceanic travel from the Atlantic to the Pacific. Still another would be a sea level seaway from Puget Sound to the Columbia River. There would be a sea level canal from New York Harbor to the Delaware River just north of Camden, New Jersey, and a sea level canal from the Delaware to Chesapeake Bay. These sea level canals would all be 20 meters deep and 200 to 250 meters bottom width.

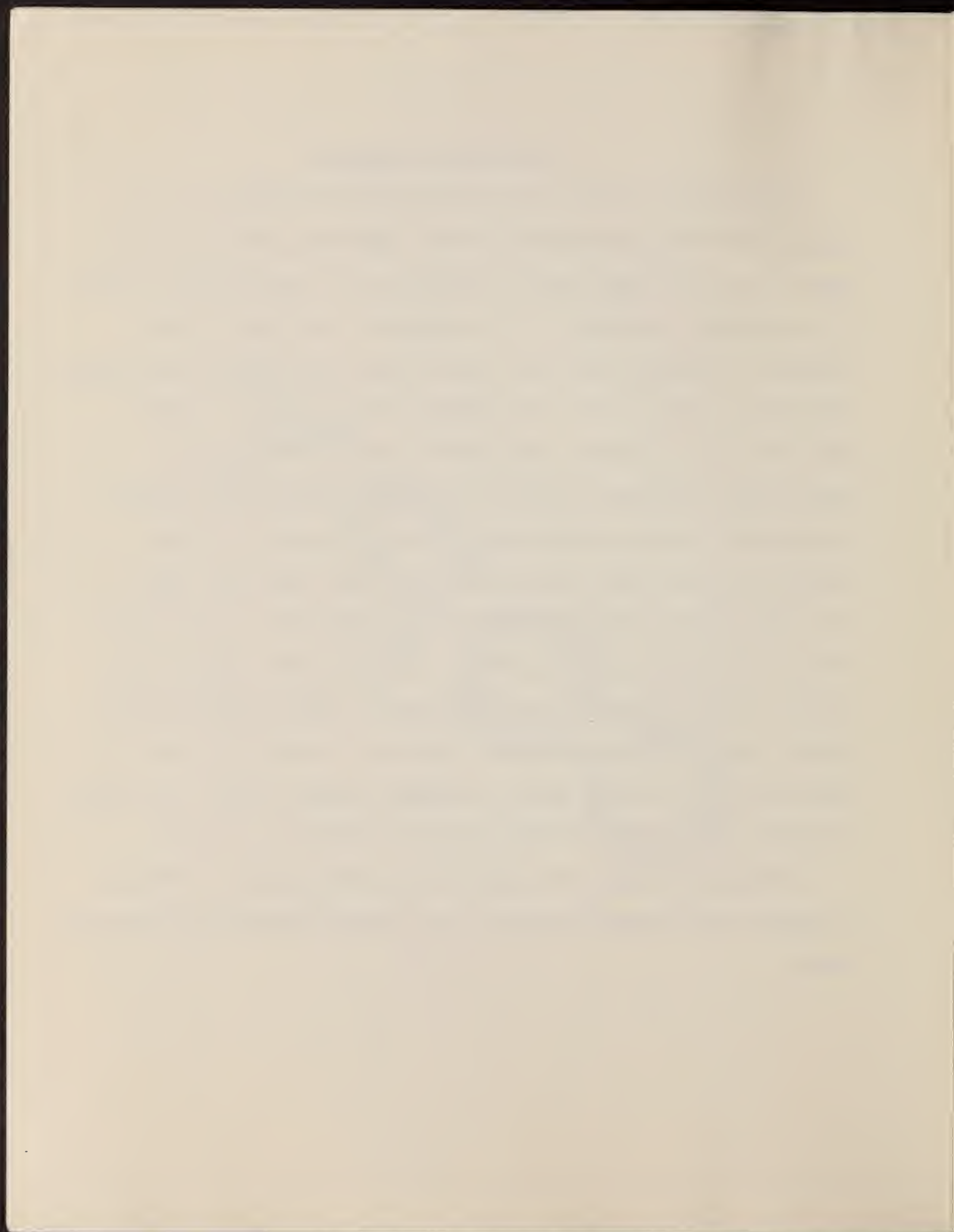
In the transcontinental classification there would be a waterway from the tidewater on the St. Lawrence to the head of the Great Lakes; another will go from New York up the Hudson via canal to Lake George, Lake Champlain, and the Richelieu River into the St. Lawrence at Sorel, Quebec. Another transcontinental canal will follow the Hudson River and replace the present Erie Barge Canal into Lake Erie and Lake Ontario. On these canals the giant inland water trains of Technocracy and all types of North American ocean-going traffic will operate.



A CONTINENTAL HYDROLOGY

The lakes and rivers of the North American Continent are so situated that they provide the greatest opportunity existing on the face of the globe today for the application of a technological control of a Continental hydrology. It is possible to institute on this Continent a hydrology that will provide more miles of water transportation than the rest of the river highways of the world. It would make possible a tremendous development of hydro-electric power, considerably increasing all known engineering estimates of possible hydro~~el~~-electric power production. It would introduce climatic changes, increase local precipitation, and raise the water table over large areas, rendering possible the reclamation of waste lands and the prevention of desert growth. It would create lakes of large volume in areas at present considered arid -- such as parts of North Dakota, Montana, Saskatchewan, and Alberta; it would render cost of one-tenth per ton mile of that of railroad freight haulage, from areas at present inaccessible to future areas of fabrication and use.

Technocracy invites the engineers and technologists of America to examine the following outline of its proposed Continental Hydrology system.

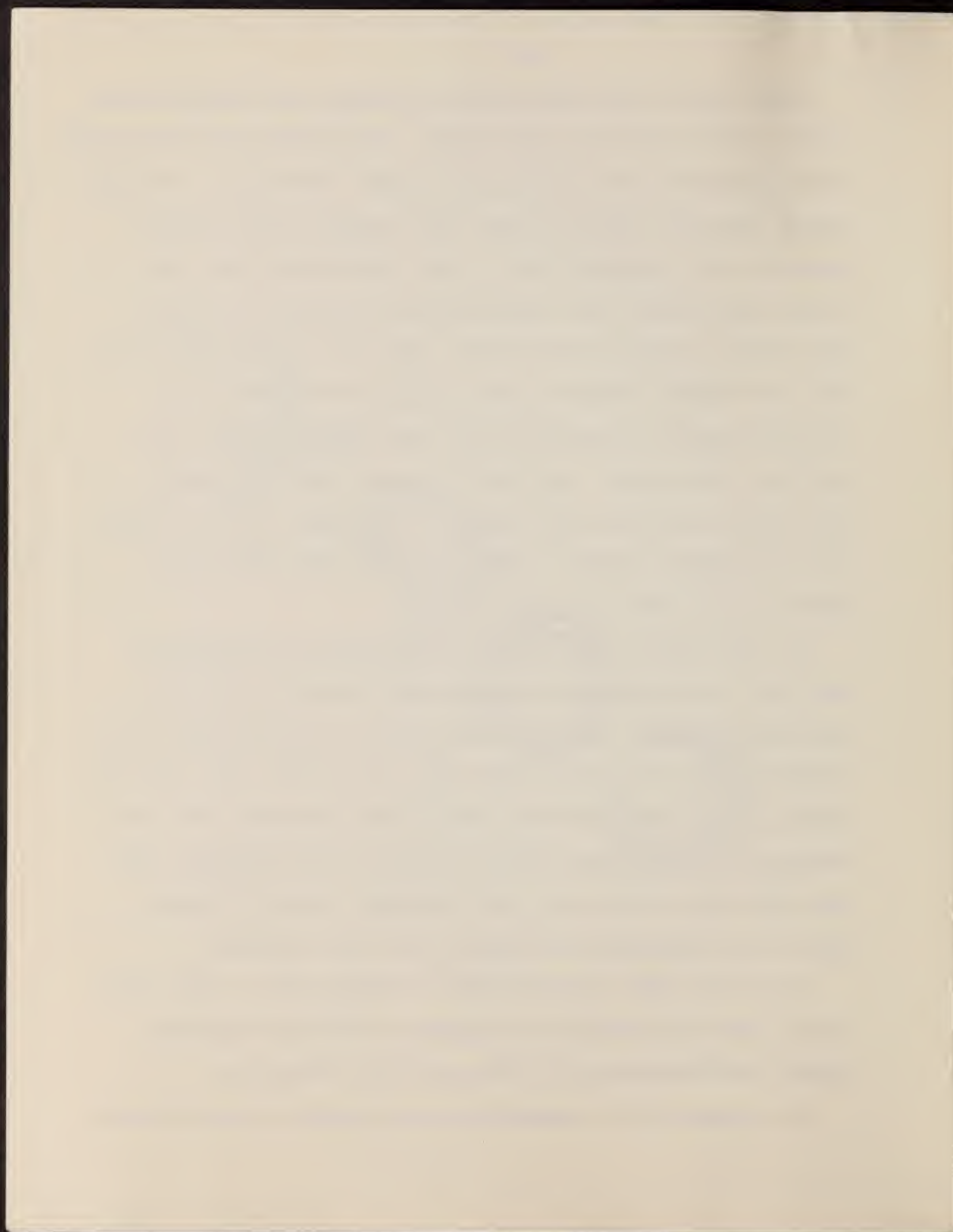


There will be two transcontinental waterways, one across western Canada and one across the United States. The Canadian transcontinental waterway will have two eastern access points, one from Lake Superior and the other from Hudson Bay into Lake Winnipeg, both entrances going west via Qu'Appelle Valley, North Saskatchewan River, etc. In the United States, the transcontinental waterway will utilize the Missouri westward to the Rockies, with one interconnecting link with the Canadian transcontinental system near Williston, N. D. It would cross the Continental Divide near Helena, Montana, into the Clark Fork and down that river to connect with the Columbia River system and finally the Pacific. Lake Albany, mentioned later, would undoubtedly require a seaway connection with James Bay or Hudson Bay and thence into Lake Superior.

The Great Lakes in the United States would be connected west and south to the Ohio and Mississippi River system by canals of the transcontinental waterways classification, from Ashtabula, Ohio, to Beaver Falls, Pa. on the Ohio River; from Toledo, Ohio, via the Maumee and the Miami to the Ohio River below Cincinnati; from Lake Michigan via the Illinois and other rivers to the Mississippi; and from Green Bay via Fox River, Lake Winnebago, and the Wisconsin River to the Mississippi and thence to the Gulf of Mexico.

In the far north the Yukon River in season will be a main water highway from the Pacific Ocean starting at the Taku Trough near Skagway and continuing for 1,800 miles to the Bering Sea.

The Fraser will be connected with the Columbia via the Thompson

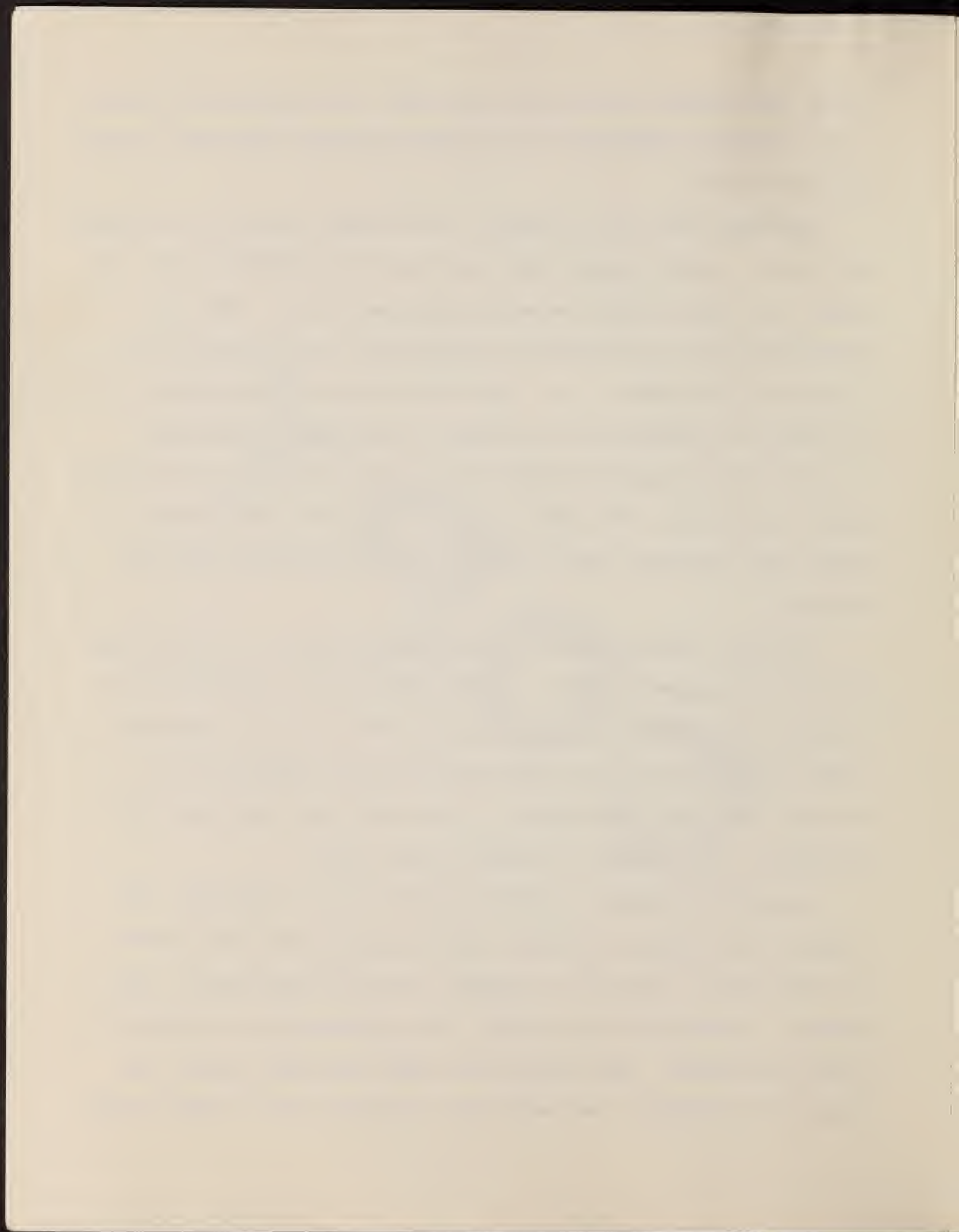


River, Lake Shuswap, and the Okanagan Lakes. In the North, the Fraser will likewise be connected via the Parsnip with the Peace River across the Great Divide.

The Peace River will be dammed; the Athabaska River will be dammed; and, via a 'greater' Lesser Slave Lake and by the Athabaska River and canal, will connect with the North Saskatchewan River. The South Saskatchewan will be connected by canalization with the Missouri at a point near Williston, N. D. The North and South Saskatchewan will be dammed and connected west of Prince Albert. These connections will provide main transportation from the Gulf of Mexico to the Arctic, and to the Pacific. The dams on the North and South Saskatchewan Rivers will flood the great Qu'Appelle Valley to connect with Lake Winnipeg.

At Duluth, the Continental hydrology will connect the Great Lakes and the Mississippi by canal. Another canal at the connecting point will go west to join the Mississippi with the Red River, providing water transportation up the Mississippi into Lake Superior or up the Red River into Lake Winnipeg, or from the Great Lakes into the Red River, Lake Winnipeg, Qu'Appelle Valley and on.

In northern Ontario a gigantic project will be undertaken. The waters of the Albany, the Severn, the Attawapiskat and other rivers on that height of land will be dammed, creating Technocracy's Lake Albany, as large as Lake Superior, the largest projected artificial lake in the world. Lake Albany would empty into Lake Superior via Long Lake at Jackfish, and would turn the water of the northern water-



shed south into the Great Lakes and the St. Lawrence and Mississippi systems, producing millions of kilowatts of firm power.

The Continental hydrology will provide secondary water channels on all the main tributaries of the Mississippi east and west -- for instance, on the Arkansas to Pueblo, Colorado, and on the South Platte.

The Continental hydrology would dam the Tennessee River at a point below Florence, Alabama, opposite Short, Mississippi, cutting south-west through the ridge to a point below Corinth, Mississippi, and creating a new waterway to the Gulf via the Tombigbee River. This would create more power than the entire output of the present T.V.A., and not only would provide a new waterway across Mississippi and Alabama, but would lead the excess water of the Tennessee away without its contribution to flood water congestion in the Ohio and Mississippi.

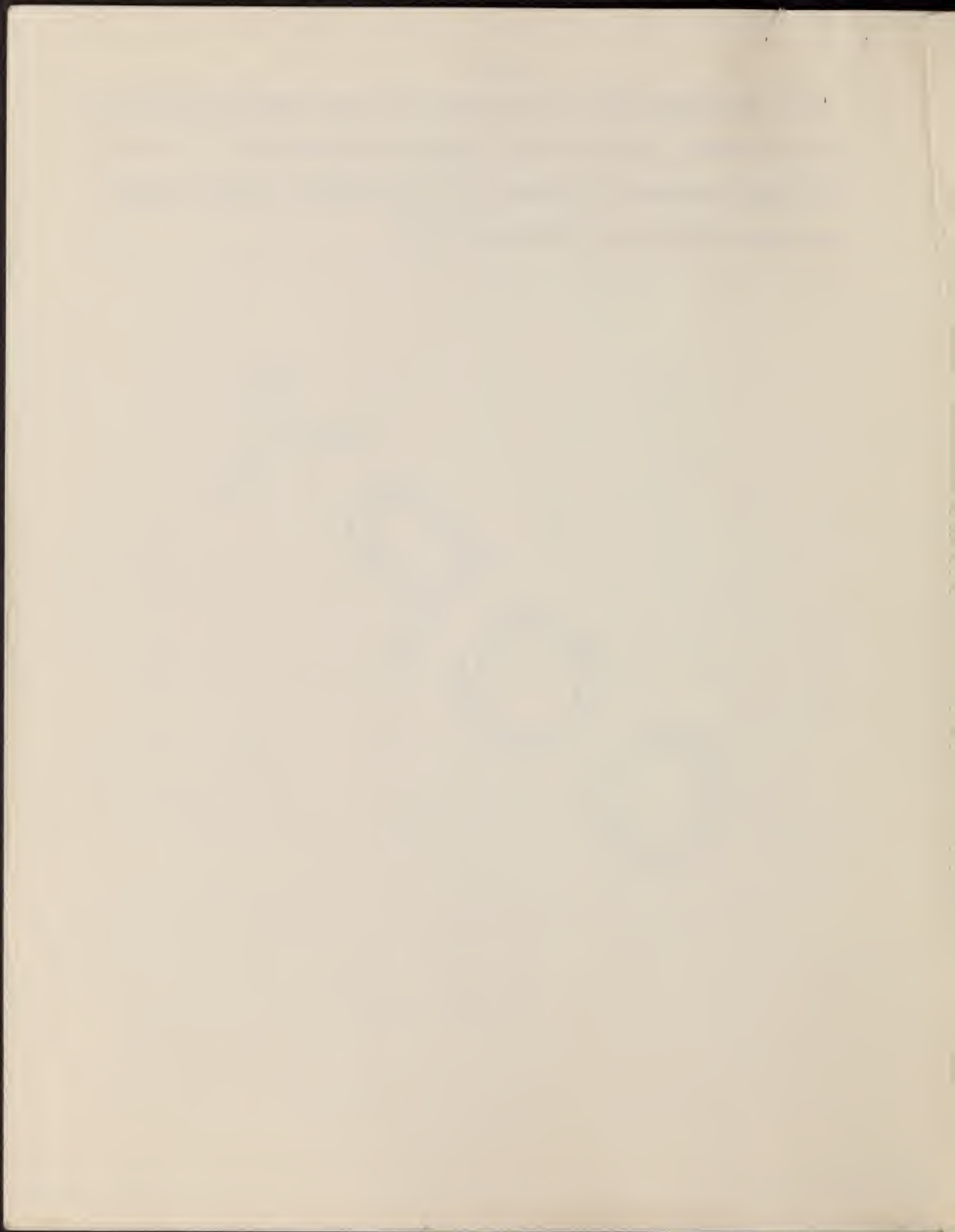
The Continental hydrology will also involve the reconstruction of the Tennessee Valley, with dams and marine locks built to Continental hydrological specifications. It will involve the canalization of the Delaware, Susquehanna, Potomac, and other minor rivers.

There would be an inside waterway down the Atlantic Coast of the United States and Mexico, a primary classification, from Boston Harbor through Long Island Sound. The inside waterway would pass through the sea level canal from New York Harbor to the Delaware, and the sea level canal from the Delaware to the Chesapeake; from the bottom



of the Chesapeake Bay it would become an inside waterway of primary classification. It will cross Florida at Jacksonville to the Gulf side and run around the inside of the Gulf Coast of United States and Mexico down to the Tehuantepec Canal.

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CHQ
TECHNOCRACY
INC.

J. Gregory, Head
Industrial and Engineering Services
Research Council of Alberta
87th Avenue and 114th Str.
Edmonton, Alberta, Canada

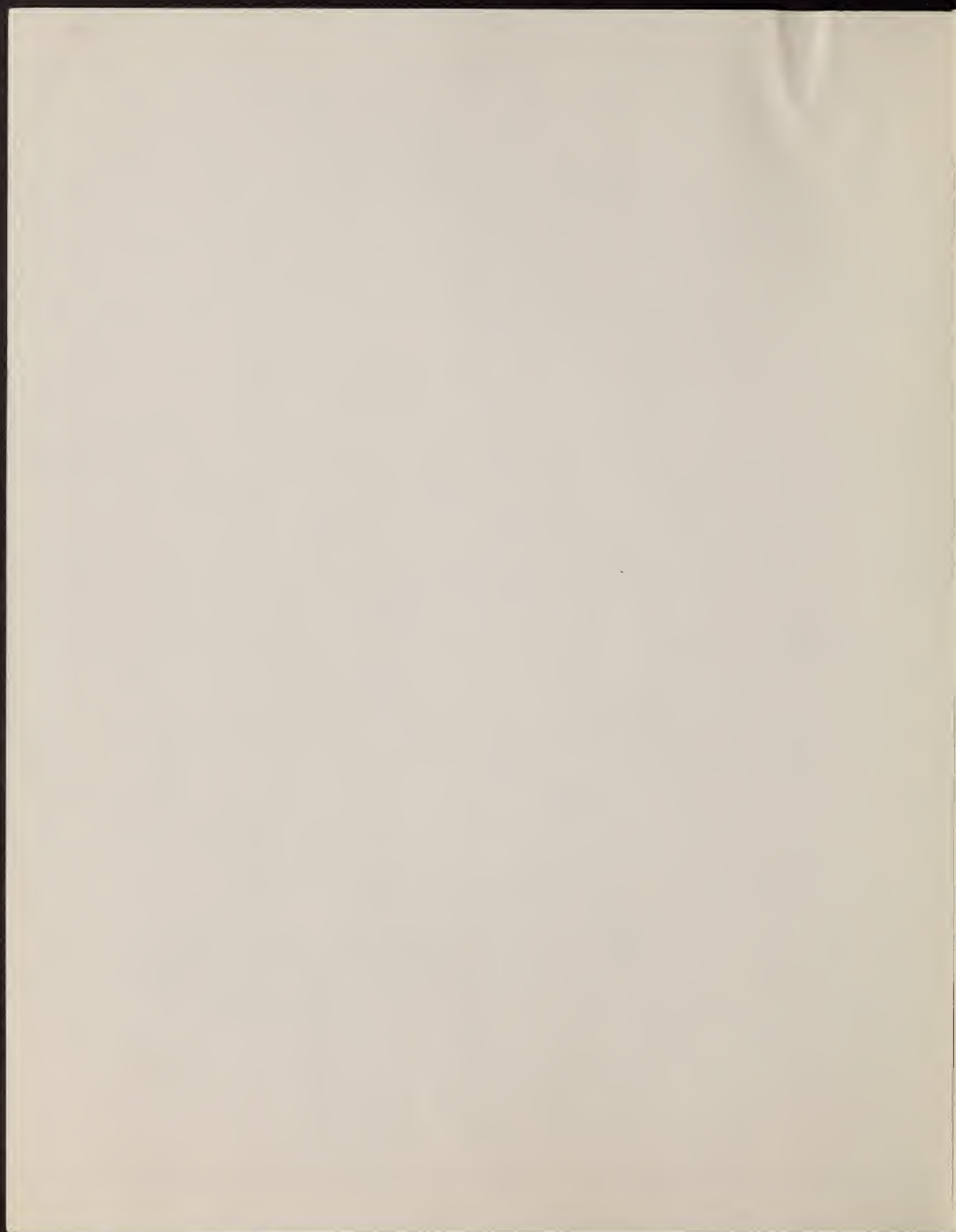
December 1, 1964

Dear John:

We received your letter of the 25th on November 30th in which you advised us that the Ralph M. Parsons Company will be holding a session with the Oil Well Drilling Association in Calgary on the subject of "Continental Hydrology." We regret that we have so little printed matter available at this time with more detailed information on the subject of Continental Hydrology and Continental power. We have the material and we are making efforts to organize and edit additional information on this subject. As you know the subject of Continental hydrology covers the Continent of North America. It will take additional editing and additional map making and data calculations to produce it in a more comprehensive form. This, of course, will also include preliminary designs for our marine trains, hydraulic lift locks and other projected designs that will be required in Continental projects of this kind. It might be interesting to note here that the hydraulic lift locks could be designed and built in pairs with a single lift up to 400 feet. What is meant by pairs is that one lift lock goes up as the other goes down and they're hydraulically interconnected below ground with a duplex pumping exchange system, the speed of the pump regulating the two lift locks up and down. This concept of hydraulic lift locks completely alters all of the old concepts of canalization because greater single lifts are possible with higher speeds.

Canada has one example of a hydraulic lift lock on the Trent Canal in Ontario. It is, of course, somewhat old and is large enough only for small boat traffic. A much larger one is in operation in Germany. Our designs are of course much more modern than both of these examples. In the case of the so-called St. Lawrence Seaway, the 326 foot lift between Lake Ontario and Lake Erie is now limited to the Welland Canal with eight locks, larger than the locks in the Panama Canal, but it takes 10 to 11 hours to transit the ship from Lake Ontario to Lake Erie or vice versa. In our designs, this would be a single lift,

ADDRESS: CONTINENTAL HEADQUARTERS, TECHNOCRACY INC., RUSHLAND, PA.

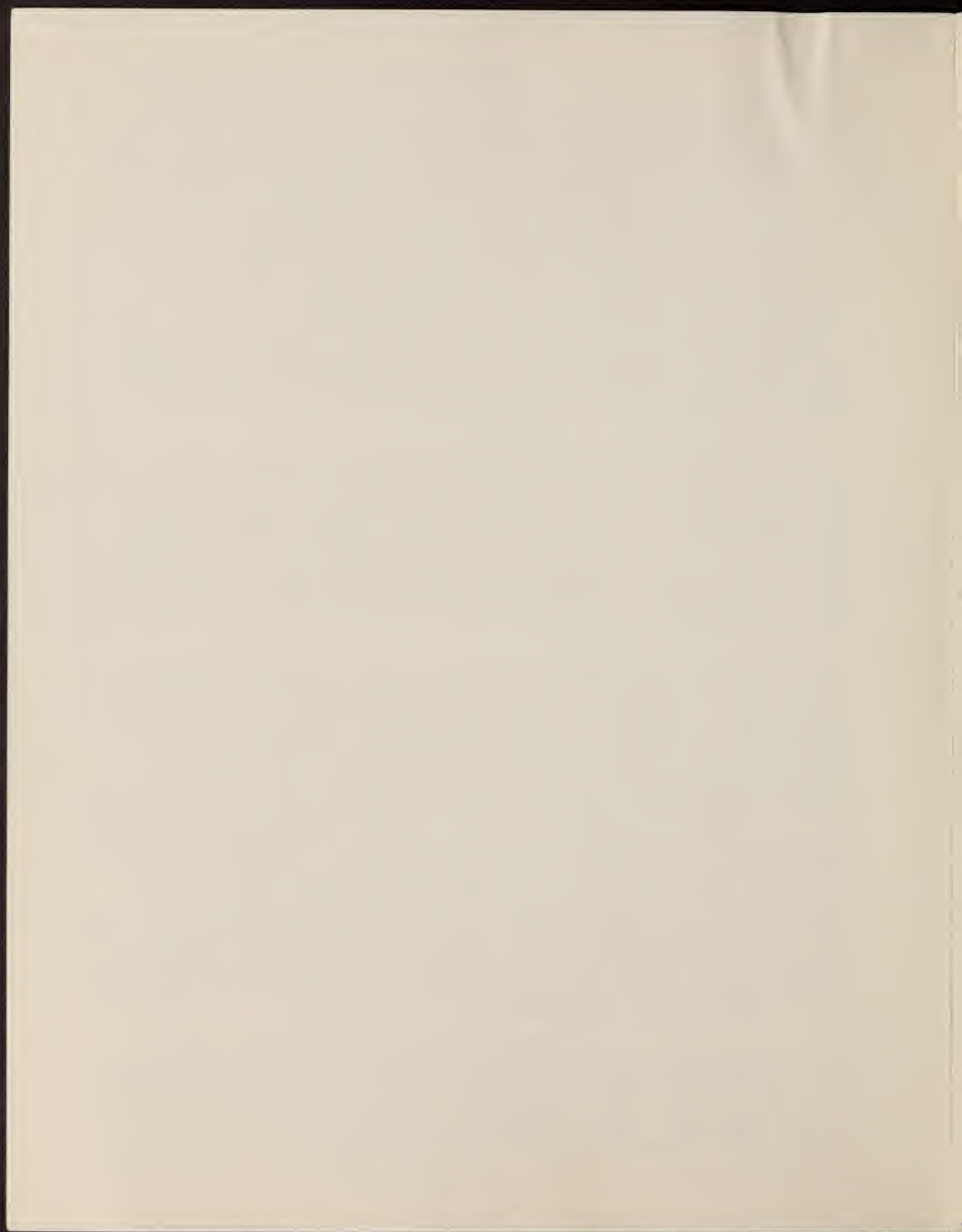


double hydraulic lift lock, making the lift between the two lakes in less than a half an hour. We only quote this to show the design concepts that were valid yesterday are not big enough to fit into the design of Continental hydrology. The marine trains are 12 trailer units, 25,000 tons each. The marine tractor supplies the power for propulsion; the marine tractor units can be placed in the lead or astern and each trailer unit can be supplied with power by means of a double spider circuit from the marine tractor unit. This would mean a total of 300,000 tons per marine train. The marine train is operated six long and two wide -- tandem, as it were. Under such a system, of course, there comes up the whole question of marine terminals. But here again it involves a large scale drafting, typing and printing effort to produce an adequate amount of detailed information from the design and the data that we have at hand.

We are re-doing the leaflet on the Continental hydrology and we are sending you a typed copy of the new leaflet. We are also sending you a silk-screen reproduction of our map of the Continental hydrology which you may find interesting. You may keep this map and mount it if you wish. We are also enclosing the NAWAPA folder, namely, the 'North American Water and Power Alliance,' put out by the Ralph M. Parsons Company. This is the only one we have here at CHQ at the present time, so we would like you to return it when you have finished with it.

In checking into the proposals stated in the North American Power and Water Alliance project put out by the Ralph M. Parsons Company of Los Angeles, it becomes more and more obvious that it is a well-promoted scheme to corral vast volumes of water, especially in the western part of the Continent, and to bring the said volumes of water south for economic enhancement and profitable returns of various geographical units in United States and Mexico. This folder of the NAWAPA is very well written from the Madison Avenue standpoint of public relations. It has, of course, unlimited political overtones and huge potential for private profit involving the validation of future real estate, mortgages and expansion in southern California, Nevada, Arizona and Mexico. They envisage an annual income in billions through the sale of water to water deficient areas. There are so many ramifications involved in the Ralph M. Parsons Company scheme, and it is vague enough to be made attractive to many people because of the Continental urgency for water. It is another way of capitalizing on calamity.

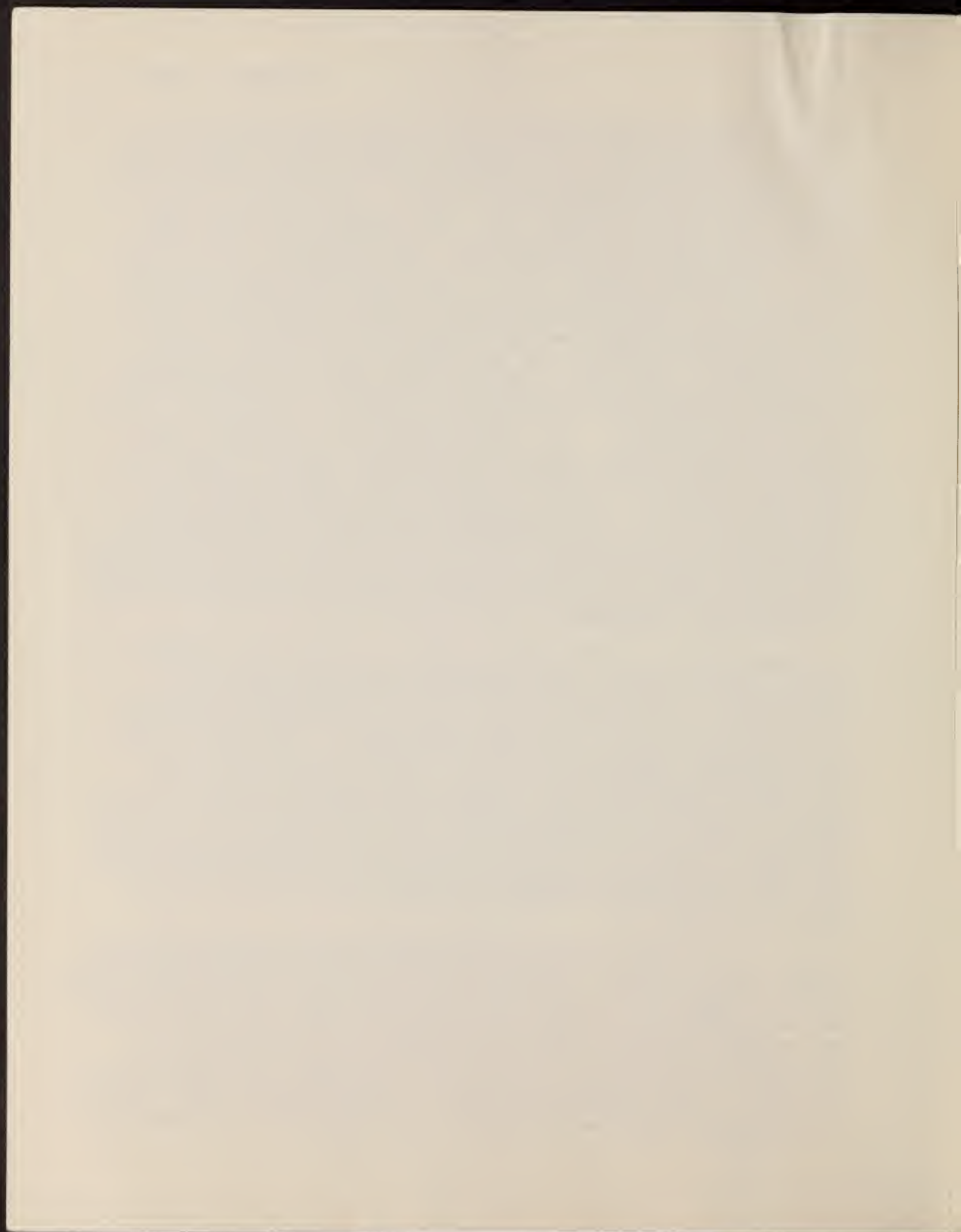
It is well to bear in mind that with the water deficiency of the Great Lakes and the western plains and the Rocky Mountain areas that Continental United States has not got the water resources available to accomplish very much of anything except the regulation of scarcity in that commodity. Canada occupies the strategic position on this Continent in regards to water. Additional water for the Great Lakes



must be brought from the Canadian water shed, from Canadian resources. Additional water in the Great Plains of the United States and Canada must be water from Canadian sources and the water of the Yukon, most of which originates in Canada. As you already know, the Columbia and Colorado Rivers in the U. S. A. are really not major rivers in the sense of stream flow. The Columbia is a poor 19th river of the world in its second-feet. The Colorado is of a lesser order. The Parsons project is in reality an attempt to bribe the Canadian public into being involved in a grandiose scheme for the diversion of its water, most of which will be for sale at a profit beyond its borders and in return it offers Canada the meager sop of an inadequate waterway from Lake Superior to Alberta. We are not attempting in any way to imply or infer that any of the Ralph M. Parsons Company have entered into this project to deceive. This simply occurs because of the conditioning that is the result of promotional merchandizing. But, it is always well to remember that whether or not there was intent to deceive or intent to engage in subterfuge, whether conscious or unconscious, makes no difference -- they behave 'as if.' We are repeating that Canada occupies the strategic position in the Continental hydrology of this Continent and that no trained Canadian needs to fall for any quick promotional scheme in the use of the water resources of Canada for the Continent. The Canadian technologist holds the cards and can dictate the terms. We submit this paragraph for your personal consideration.

The NAWAPA project of the Parsons Company is billed as a hundred billion dollar project. The Continental hydrology project of Technocracy is many times larger than the Parsons project and naturally it would cost much more. But the Continental hydrology of Technocracy would be a permanent Continental investment, a part of the geologic conformation of the Continent. It would not be the greatest expenditure in history. The figures are just out: the United States Government in the past 25 years has spent on the conduct of war and in preparation of war, \$980,973,000,000. If the Government of the United States can spend this vast sum for destruction and devastation, it can with equal facility spend several times the cost of the Parsons project in doing a real job and have something to show for it.

Mexico, to the south of us, is the largest Spanish speaking country in the world. In 1965, its population will reach and pass 40,000,000. Mexico in population is growing at the rate of 3.12 percent per annum and will double in 23 years. I do not have to tell you that Mexico has neither the arable land nor the water, and the addition of a few million second-feet to northern Mexico will not prevent the cataclysm of the population-land ratio in Mexico, in this population explosion. There are so many facets to the problems of this Continent, in population, power, water and soil that they cannot be undertaken



J. Gregory

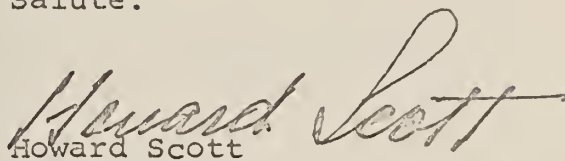
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December 1, 1964

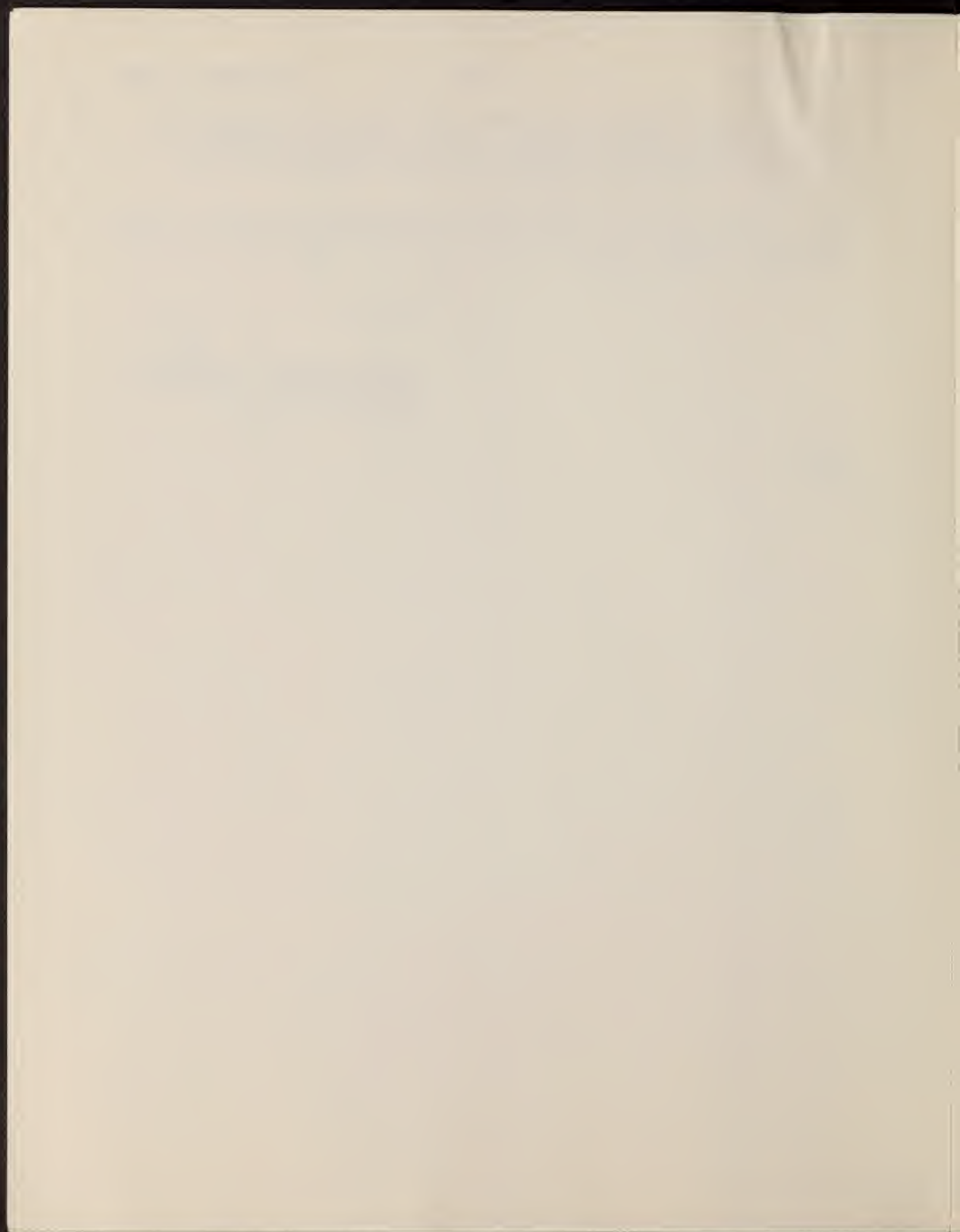
or even delineated in a few pages. But I am sure that you will see on further examination the possible tactical successes in the Parsons project and probable strategic blunders for the Continent if it is ever installed.

We are sorry we haven't our material organized to provide you with maps and volumes, but that is the way it is. Make the best of it and best of luck to you.

Salute!


Howard Scott
Director-in-Chief

HS/skb
Encl.





CHQ
TECHNOCRACY
INC.

J. Gregory
Research Council of Alberta
Edmonton, Alberta
Canada

December 2, 1964

CORRECTION OF LETTER 12-1-64:

Page 3, fourth line from bottom of page
sentence should read: few million acre-feet
to northern Mexico, etc., etc. rather than
second-feet.

Howard Scott
Howard Scott
Director-in-Chief

HS/skb



